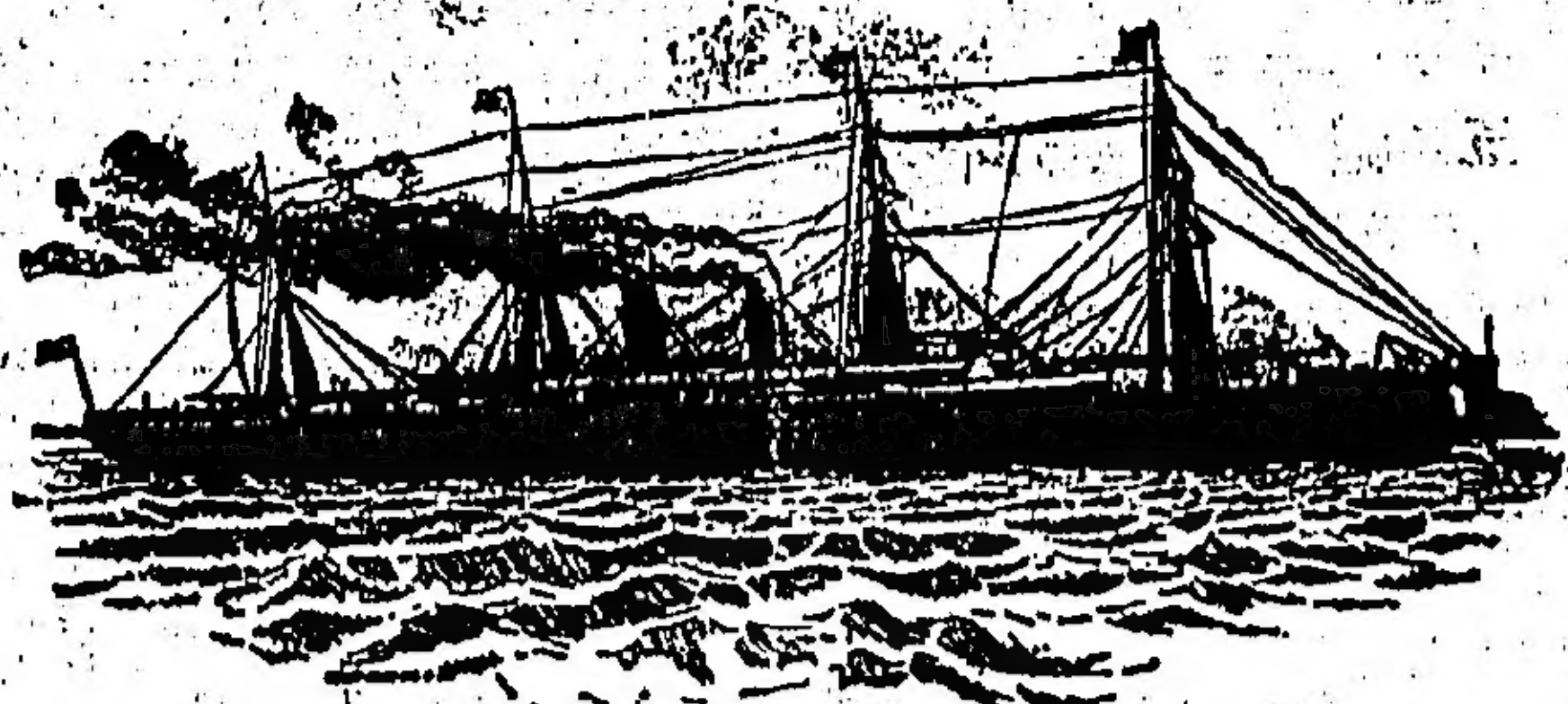


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"DORIC"	4,784 Gross Tons.	SATURDAY, 17th December, at Noon.
"MANCHURIA"	4,339 "	FRIDAY, 23rd December, at 4 p.m.
"KOREA"	4,276 "	FRIDAY, 6th January, 1905, at Noon.
"CORTIO"	4,352 "	FRIDAY, 13th January, at Noon.
"SIBERIA"	4,284 "	TUESDAY, 24th January, at Noon.
"MONGOLIA"	4,339 "	FRIDAY, 3rd February, at Noon.
"CHINA"	5,000 "	FRIDAY, 17th February, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th, 1902, 10 days, 15 hours.

THE O. & O. Steamship "DORIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TO-MORROW, the 17th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers; and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific.

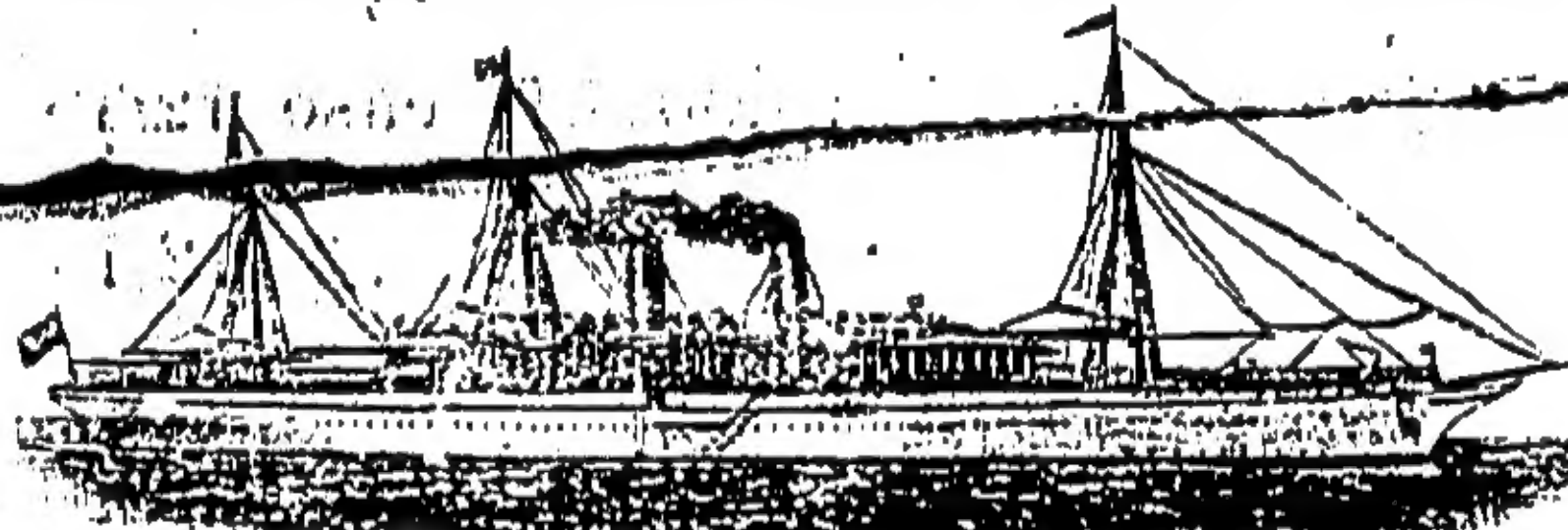
Southern Route; passengers enjoy out-door throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 16th December, 1904.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 Knots.
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION.)

R.M.S. "ATHENIAN"	5,440 Tons	WEDNESDAY, 28th December.
"EMPRESS OF CHINA"	5,000 "	WEDNESDAY, 11th January, 1905.
"TARTAR"	4,425 "	WEDNESDAY, 25th January.
"EMPRESS OF INDIA"	5,000 "	WEDNESDAY, 8th February.
"EMPRESS OF JAPAN"	5,000 "	WEDNESDAY, 8th March.
"ATHENIAN"	5,440 "	WEDNESDAY, 15th March.

Hongkong to London, 1st Class, £60. Via St. Lawrence £60. Via New York £60.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. GRADDOCK, Acting General Agent,
9, Pedder's Street.

Hongkong, 14th December, 1904.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
SENEGAMBIA	HAVRE, BREMEN and HAMBURG.	21st Dec.	Freight.
Jaburi	(Calling at S'PORE, PENANG & COLOMBO).		
ARMENIA	HAVRE and HAMBURG.	1st January.	Freight.
Forst	(Calling at S'PORE, PENANG & COLOMBO).		
O. FERD. LAEISZ	HAVRE and HAMBURG.	10th January.	Freight.
von Hoff	(Calling at S'PORE, PENANG & COLOMBO).		
AMBRIA	HAVRE and HAMBURG.	22nd January.	Freight.
Forst	(Calling at S'PORE, PENANG & COLOMBO).		
SITHONIA	HAVRE and HAMBURG.	27th January.	Freight.
Hildebrandt	(Calling at S'PORE, PENANG & COLOMBO).		
ARADIA	HAVRE and HAMBURG.	7th Feb.	Freight.
Forst	(Calling at S'PORE, PENANG & COLOMBO).		
ANDALUSIA	HAVRE and HAMBURG.	21st Feb.	Freight.
Filler	(Calling at S'PORE, PENANG & COLOMBO).		
RHENANIA	HAVRE and HAMBURG.	7th March.	Freight and Passengers.
Behrens	(Calling at S'PORE, PENANG & COLOMBO).		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 10th December, 1904.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 10th July, 1904.

THE AMERICAN SYSTEM.

OF

DENTISTRY.

M. H. CHAUN, D. D. S.,

37, DES VUEX ROAD CENTRAL, HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO. LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,563 tons	Captain H. D. Jones.
"POWAN"	2,130 "	" R. D. Thomas.
"FATSHAN"	2,200 "	" W. A. Valentine.
"HANKOW"	3,073 "	" C. V. Lloyd.
"KINSHAN"	1,995 "	" J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted); 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M. and 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons	Captain W. E. Clarke.
------------------------	------------	-----------------------

Departures from Hongkong to Macao on week days at 2.30 P.M.

Departures on Sundays at 12.30 P.M.

Departures from Macao to Hongkong daily at 8.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	2,119 tons	Captain T. Hamlin.
-----------------------	------------	--------------------

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at 8 A.M.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO. LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	1,538 tons	Captain J. Wilcox.
"NANNING"	1,559 "	" C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at 8.30 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO. LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO. LTD.

Hongkong, 29th November, 1904.

(13)

JAVA-CHINA-JAPAN LINE.
REGULAR FOUR-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAPAN	First half January	JAVA PORTS	Second half January
TJILATJAP	JAVA	First half January	JAPAN VIA SHANGHAI	First half January
TJIMAH	JAPAN	Second half December	JAVA PORTS	Second half December

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LINE.

Telephone No. 375.

Hongkong, 7th December, 1904.

(14)

Intimations.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

10, D'AGUIAR STREET, HONGKONG.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are fitted and give the effect of coolness.

Prices from \$2.00.

A. S. TUXFORD, Manager.

Hongkong, 1st October, 1904.

(674)

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR,

AND GENERAL COMMISSION AGENTS.

16, DES VUEX ROAD CENTRAL, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED HART

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES,

&c. &c. &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 15th December, 1904.

(804)

LEVY HERMANOS

DIAMOND MERCHANTS, JEWEL

ERS AND WATCHMAKERS.

EASTMAN'S

KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS"

guarantee given to every purchaser.

40, QUEEN'S ROAD,

Watson's Building.

Hongkong, 12th November, 1904.

(784)

TUBORG BEER.

A FIRST CLASS PILSENER BEER

guaranteed free from Salicylic Acid,

and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)

or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1905.

(785)

THE HONGKONG

STUDIO,

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS and ENLAR-

GING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS

ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1905.

(11)

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN

Ice-House Road.

I am now in a position, in his New and Com-

modious Premises, to eclipse, as heretofore,

ALL PHOTOGRAPHIC ART PRACTICED

in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a speciality.

Hongkong, 12th November, 1904.

(784)

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 85 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft.; bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A 1 & 1 A, B, C. (4th).

Yokohama, May 11th, 1903.

(595)

D. NOMA, TATTOOER

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904.

(1248)

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are

prepared, during suspension of their

Trans-Pacific Service and until further notice,

to BOOK CARGO and ISSUE BILLS OF LADING

TO SEATTLE, WASH., VICTORIA, B.C., and

PACIFIC COAST PORTS, also to OVER-

Intimation.
Wm. Powell, Ltd.
Business Hours—8.30 A.M. to 6 P.M.

ALEXANDRA BUILDINGS,
Des Vaux Road.

XMAS, 1904.

TOYS!
TOYS!
TOYS!

OUR XMAS
BAZAAR
IS NOW OPEN:

Every conceivable kind
of
TOY
to be had at a
REASONABLE PRICE.

DOLLS!
DOLLS!
DOLLS!

Finest Assortment of
DOLLS
in the Far East.

GAMES!
GAMES!
GAMES!

Do not fail to bring the
Children to spend
half an hour in the
Bazaar

at
POWELL'S
ALEXANDRA BUILDINGS,
HONGKONG.

Auctions.
PUBLIC AUCTION.
THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,
the 17th December, 1904, at 11 A.M., at their
Sales Rooms, No. 8, Des Vaux Road,
corner of Ice House Street,
**SUNDRY VALUABLE
HOUSEHOLD FURNITURE,**
Comprising—
TEAKWOOD SIDEBOARD with BE-
VELLED GLASS, OVERMANTELS,
DRESSING TABLE, WARDROBES, MAR-
BLE-TOP WASHSTANDS, DINING
WAGON, CHEST-OF-DRAWERS, AME-
RICAN ROLLER-TOP DESK, E.P. WARE,
SILVER TEA SET, GLASS, CROCKERY
WARE, FISH KNIVES, TABLE CLOTHS,
COOKING STOVE, &c., &c.
ALSO
BLACKWOOD CABINETS, FLOWER
STANDS, EASELS, PHOTO FRAMES,
TABLES, BRACKETS, &c., &c.
Catalogues will be issued.
TERMS:—As usual.
HUGHES & HOUG,
Auctioneers.
Hongkong, 16th December, 1904. [1343]

GOVERNMENT NOTIFICATION.
PARTICULARS AND CONDITIONS
of the letting by Public Auction Sale, to be
held on MONDAY, the 19th day of December,
1904, at 3 P.M., at the Offices of the Public
Works Department, by Order of His Excellency
the Governor, of One Lot of CROWN LAND
at Causeway Bay in the Colony of Hong-
kong, for a term of 75 years, with the
option of renewal at a CROWN RENT to be
fixed by the Surveyor of His Majesty the
King, for one further term of 75 years.
PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Contents in Square Feet	Annual Rent	Upset Price
Registry No.		N. S. E. W.			
Inland Lot No. 4793.	Causeway Bay.	178' 10" 102' 0" 100' 0"	37,000	38s	£1,118

Hongkong, 16th December, 1904. [1338]

GOVERNMENT NOTIFICATION.
PARTICULARS AND CONDITIONS
of the letting by Public Auction Sale, to be
held on MONDAY, the 19th day of December,
1904, at 3 P.M., at the Offices of the Public
Works Department, by Order of His Excellency
the Governor, of One Lot of CROWN LAND
at Yau-ma-tei in the Colony of Hong-
kong, for a term of 75 years, with the
option of renewal at a CROWN RENT to be
fixed by the Surveyor of His Majesty the King,
for one further term of 75 years.
PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Contents in Square Feet	Annual Rent	Upset Price
Registry No.		N. S. E. W.			
Kowloon Inland Lot No. 4794.	Yau-ma-tei.	280' 0" 437' 0" 467' 0" 382' 0"	145,150	1,83s	£5,318

Hongkong, 16th December, 1904. [1339]

Intimations.
THE
CHINA AND JAPAN TELEPHONE
AND
ELECTRIC COMPANY, LIMITED.
ELECTRIC BELL INSTALLATIONS.
FITTED AND MAINTAINED.
ELECTRIC SUPPLIES:
BATTERIES,
ELECTRIC BELLS,
SWITCHES,
TELEPHONES,
INSULATORS,
WIRE,
&c., &c., &c.
SEND FOR PRICE LISTS
AND
ESTIMATES.
ADDRESS:—2, ICE HOUSE ROAD.
Hongkong, 22nd November, 1904. [61]

SAVARESSE'S
SANDAL
CAPSULES
Efficient because absolutely pure
English Oil. Not made of gelatine.
Full directions. All Chemists.

PIGTAITS.
The recent statements that the Grand Council of China, in favour of the abandonment of the pigtail by all soldiers and students is significant. John Chinaman without a tail is likely to be in course of time a more business-like and formidable opponent than in the past, though he has never been despicable. So deeply has the conventional portrait of the Chinese sunk into the imagination of the Western world that it is hard to realise that, after all, pigtails in the immemorial history of China are quite an innovation. In fact their introduction only dates from the early part of the seventeenth century, when the Manchu conquerors enforced their will upon the subject empire, and records in Japan prove that the necessity of wearing a pigtail was one of the causes which led to the emigration of many Chinese to the Island Kingdom. The reported decision is therefore in the nature of a return to ancient custom rather than the revolutionary change which it appears to us to be. But antiquated and absurd as the wearing of the pigtail now seems, its disappearance from England only dates from a time well within the memory of many men still living. It is true that public opinion brought the pigtail into general disfavour in the early years of the nineteenth century; but a contributor to *Notes and Queries* 1858 records that he "saw the other day descending from a small chariot in Cheapside a venerable old gentleman with a small screw of his grey locks tied behind with a short riband." As this was less than fifty years ago it will be seen that we have less reason for contrasting ourselves favourably in this respect with the Chinese than many people remember or suspect.

In Europe the fashion of tying the natural hair in a queue seems to date from the reign of the "Grand Monarque" when the officers of the French Army tied their hair in summer, but wore it loose in winter and indoors. Thence the custom spread to Austria, and flourished exceedingly. Indeed, so extravagant did the fashion become that in the eighteenth century some unfortunate Prussian troops wore the queue down to their heels, while Frederick II. appeared on horseback with a pigtail reaching the crupper of his saddle. The French Revolution brought about the disappearance of this, as of many other absurdities; for the soldiers of the Republic had no time or money to spare for such barber's work, having sterner business on hand which demanded all their energies. In the British Army the pigtail was abolished during or just after the Napoleonic wars, the Royal Welsh Fusiliers, as the "flash" still worn by officers suggests, being the last regiment to discontinue the fashion. Some hint of the date is given by one of the "Rejected Addresses" (1812), in the following couplet:—
"God bless the Guards! though worsted
Gallia scoff.
God bless their pigtails, though they're
now cut off!"

Few can have regretted the abandonment of a practice that necessitated endless trouble, and assuredly added no dignity to a man's personal appearance. Besides, when, as often happened, the requisite length had to be obtained by the artful addition of whalebone, the practical joker must sometimes have found an opportunity of raising a laugh at the wearer's expense. In the Navy the pigtail was worn until 1825. The fashion is still recalled by the name of the famous twist tobacco: Hood is one of his punning ballads uses the word in a double sense:—
"His head was turned; and so he chewed
His pigtail till he died!"

Lovers of Marryat, too, will remember his whimsical description of the old salt whose magnificent pigtail, the pride of his life, was cut off by his amiable consort, with disastrous results to herself.
It is difficult nowadays to realise that the pigtail was once considered, not only a necessary part of man's adornment, but also a becoming and graceful appendage. From an artistic point of view, there is little to be said in its favour, especially when it is compared with the levelocks of the Cavaliers or the full-bottomed wigs of a later period. Lord Lytton, in "Pelham," put the case very forcibly when he asks whether we should be as apt as we are now to compassionate the misfortunes of Charles I., if his pictures had portrayed him in a bob-wig and pigtail. The question suggests, as an interesting subject for discussion, the influence of costume upon the course of history; but there is here only room to remark that it is not always the most picturesque periods of history that prove most productive of deeds that settle a nation's destiny and stir the blood in later years. Romance survives through all the vagaries and caprices of fashion, and the twentieth century has produced men as capable of valiant achievement and patient endurance as any of its predecessors.

The custom of wearing the pigtail may be comparatively modern in Europe, but its origin goes back to the dawn of history. Pigtailed Hittites were among the opponents of Rameses II., and from India comes a legendary account of the reason for the grotesque fashion which Darwin might have approved. The Rajas, we are told, of a certain city on the Gijerat coast are styled Longtailed, boasting their descent from the King of the Monkeys, who helped Rama Chandra to conquer India. This lends an air of respectable antiquity to a fashion which has little else to recommend it. After all, it must be recollected that some fashions are neither venerable nor elegant. Besides, the wearing of a pigtail did not render a man ridiculous or contemptible. The eighteenth century may have been prosaic, but in it lived hard thinkers, hard liver, and hard fighters, who laid broad the foundations of Empire of their successors.—*Globe*.

THE PERSONNEL OF THE BALTIC FLEET.
London, 14th October.
The recent accident to the new battleship *Prinze*, a vessel which has sustained damage on no fewer than three separate occasions since the summer began, was but the result of the extraordinary incompetence of a scratch crew. For months past considerations of general efficiency, and particularly of efficiency of the dock officer staffs and crews on board vessels "for the Pacific," have been subordinated to the necessity of getting the ships out to sea with the minimum of delay. No wonder Admiral Birtel continues to storm at his subordinates and the Kronstadt Commander-in-Chief continues to publish irate reprimands of which the chief effect is to astonish the Russian public. The fact is, Russia has not a sufficient supply of first-rate commanders, officers, engineers, general ratings, and well-trained sailors. Even when the Japanese struck their first blow last February, many Russian ships in the Pacific were still short in their officer and dock complements, while the shortage in their engine and boiler rooms was a matter of common knowledge in Russian naval circles at home; this, too, in spite of the fact that fairly numerous drafts had been hastily collected at Kronstadt, Libau, Sebastopol, and Nikolai, and despatched to Port Arthur by rail across Siberia. When the time came for commissioning the vessels of the Second Pacific Fleet it was found that the bulk of the material available for the purposes was of indifferent quality. The supply of naval engineers of any really competent standing and experience was especially deficient. It was the same with surplus boiler-room staffs. As one way out of the difficulty engineers and boiler-room men were taken over from the Volunteer Fleet, the Russian Steam Navigation and given uniforms and pay at service rates. Trouble was bound to ensue. The Volunteer Fleet authorities, seeing their own men commandeered by the Admiralty, set to work to commandeer substitutes on their own account. This game of robbing Peter to pay Paul might have gone on merrily had not the attention of Admiral Chukhlov, Commander-in-Chief of the Russian Black Sea Fleet, been suddenly awakened.

COMMERCIAL.
TO-DAY'S EXCHANGE.
Selling.

London—Bank T.T.	100/11 1/2
Do. demand	111 1/2
Do. 4 months' sight	111 5/16
France—Bank T.T.	241 1/2
Germany—Bank T.T.	464
India T.T.	143 1/2
Do. demand	143 1/2
Shanghai—Bank T.T.	71 1/2
Japan—Bank T.T.	94 1/2
Singapore—Bank T.T.	Nominal
Java—Bank T.T.	115 1/2

Buying.

4 months' sight L/C	111 7/16
6 months' sight L/C	111 9/16
30 days' sight San Francisco & New York	47 1/2
4 months' sight do.	48 1/2
30 days' sight Sydney and Melbourne	111 11/16
4 months' sight France	245 1/2
6 months' sight "	247 1/2
4 months' sight Germany	27 15/16
Bar Silver	3 1/2
Bank of England 10s	3 1/2

OPIMUM QUOTATIONS.
To-day's quotations are as follow:—

Malwa New	@ 1,080/1,110
" Old	@ 1,140/1,180
" Older	@ 1,200/1,240
" Oldest	@ 1,280/1,300
Panna New	@ 1,150
Benares New	@ 1,110
Perian (Paper)	@ 80/100

Intimations.
THE
MANAGER.
Hongkong Telegraph Co., Ltd.
Hongkong, 16th December, 1904.

Intimations.
THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.
NOTICE.
DURING the temporary absence of the Undersigned, Mr. A. E. WHEELEY has been appointed ACTING SECRETARY of the above Company.
By Order of the Board of Directors,
JAMES WHITTALL,
Secretary.
Hongkong, 14th December, 1904. [1341]

NAVY LEAGUE.
HONGKONG BRANCH.
THE ANNUAL GENERAL MEETING OF THE MEMBERS AND ASSOCIATES of the Hongkong Branch of the Navy League will be held in the CITY HALL, on MONDAY, the 19th December, 1904, at 5.15 P.M. H. E. POLLOCK, Esq., K.C., in the Chair.
ARTHUR R. LOWE,
Hon. Secretary,
Navy League, Hongkong Branch.
Hongkong, 12th December, 1904. [1333]

CHRISTMAS.
WHAT BETTER GIFT
THAN A
SINGER SEWING MACHINE.
CASH OR EASY PAYMENTS.
Showrooms:—1, Wyndham Street.
Hongkong, 9th December, 1904. [1331]

AN APPEAL.
THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLEWORK.
Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.
Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.
The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.
Hongkong, 22nd April, 1903.

JUST OPENED.
ANOTHER parcel of Messrs. RAPHAEL A. TUCK & SONS' XMAS AND NEW YEAR CARDS of the most elaborate and fancy designs.
Inspection is earnestly solicited.
No. 5, D'Almeida Street,
or
37 and 38, Elgin Road, Kowloon.
Hongkong, 14th December, 1904. [72]

FURNITURE WAREHOUSE.
LI KWONG LOONG,
李國隆
CABINET-MAKER AND ART DECORATOR, from Shanghai, has opened a FURNITURE STORE at
No. 45, DES VEAUX ROAD CENTRAL.
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
of every description can be made to order in any design required.
Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Ltd., Joint Telegraphs Cos., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.
Messrs. A. S. Watson & Co., Ltd. write as follows:—
"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."
(Sd.) A. S. WATSON & Co., Ltd.
ORDERS punctually attended to, and CHARGES most moderate.
AN INSPECTION INVITED.
Hongkong, 6th December, 1904. [995]

"Sanitas"
Unequaled
Purifying Agent
Indispensable in Hot Countries.
"Sanitas" Disinfecting Fluid
is non-poisonous and non-staining, and for general or personal use is thoroughly effective. It completely disinfects the house in which it is used, and administered internally prevents Cholera, Typhoid Fever, Dysentery, etc.
"Sanitas" Disinfecting Powder
is the best air purifier known, and a strong disinfectant and deodorant. It is used by the military and naval forces, and is indispensable in hot climates, because of its disinfecting qualities and its fragrance.
"Sanitas" Eucalyptus Soap
is specially recommended by the medical faculty for use in hot climates, because of its disinfecting qualities and its fragrance.
Kingzett's Fumigating Candles
supply the most perfect and most convenient means of air purification. For the disinfection of infected places, bedding, clothing, etc., they are both efficacious and economical.
THE "SANITAS" CO. LTD.
BETHNAL GREEN, LONDON, E.

Intimations.
THE HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.
NOTICE is hereby given that the TWENTY-THIRD ORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Company will be held at the REGISTERED OFFICE of the Company in Alexandra Buildings, Des Vaux Road, on FRIDAY, the 23rd day of December, 1904, at Noon, for the purpose of receiving the report of the General Managers together with a Statement of Accounts for the year ending 30th November, 1904.
The TRANSFER BOOKS of the Company will be CLOSED from the 20th to 26th instant, both days inclusive.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 14th December, 1904. [1342]

LOST.
ON Saturday night (15th), a PEARL AND CRYSTAL NECKLET on SILVER CHAIN. Finder will be rewarded on returning it to PAGODA BUNGALOW, Kowloon.
Hongkong, 13th December, 1904. [1339]

THE FAMOUS "MAB" RAZOR
WEIGHT LESS THAN A COIN.
THIS DWARF RAZOR has superseded the old fashioned clumsy Razor and by its use Shaving becomes a pleasure. It is manufactured in Sheffield, England, from a special amalgam of steel which makes imitation impossible, and in consequence it enjoys the largest sale of any Razor in the World. Thousands of Testimonials testify that the little "MAB" is the finest shaving implement ever produced.
To be obtained from THE MUTUAL STORES, WATKINS, LIMITED, and all first-class Stores in the Colony.
Sole Agents for Far East, HOWARD & Co., 20, Des Vaux Road, Central, Hongkong. Agents wanted in every port.
For particulars and terms, apply to—
HOWARD & Co.
Hongkong, 24th November, 1904. [1340]

ESPECIAL OLD TOM GIN.
Marshall and Elvy's

Satinette
DOUBLY DISTILLED
AND OF
MATURED AGE.
TO BE OBTAINED FROM—
Des Vaux Road.
Hongkong, 11th May, 1904. [608]

THE WINE GROWERS SUPPLY CO.

Barretto & Co.,
General Agents, Hongkong.
PORT WINE.
Direct shipment from the
COMPANHIA AGRICOLA E COMMERCIAL DOS VINHOS DO PORTO,
(Successors to DONNA ANTONIA A. FERREIRA).
Monopoly for China of
THE WINE GROWERS SUPPLY CO.

Per Case of 12 Bottles.

Dry No. 1	Selected Old Port	£30.00
" 2	" "	35.00
Quinta do Porto	" "	30.00
Dry No. 3	" "	25.00
Quinta da Graça	" "	20.00
Tawny, 1857, Vintage	" "	15.00
Tawny, (White Label)	" "	14.00
Medium Tawny, (Brown Label)	" "	12.00
White Tawny, (White Label)	" "	11.00
Full Wine, (Brown Label)	" "	10.00
White Tawny, (Brown Label)	" "	10.00
Light Tawny, (Brown Label)	" "	10.00

FRENCH CLARETS.

St. George	£4.00	£5.00
Cru-Wynbron	4.50	5.50
Côtes	5.00	6.00
Monterand	5.50	6.50
Médoc	6.00	7.00
St. Emilion	6.50	7.50
St. Estephe	7.00	8.00
St. Julien	7.50	8.50
St. Estephe Superior	8.00	9.00
Chateau Margaux	9.00	10.00
Chateau Leoville	9.50	10.50
Chateau Lafite	10.00	11.00
Chateau Latour	10.50	11.50

BURGUNDIES.
Per Case of 12 Bottles.

Volnay vin 1893	£14.00	£16.00
Moulin a Vent vin 1893	14.50	16.50
Macon vin 1890	17.00	19.00
Nuits vin 1893	17.50	19.50
Musigny vin 1893	18.50	20.50
Corton vin 1893	18.50	20.50
Chablis vin 1893	19.00	21.00
Pommard vin 1893	19.00	21.00
Beaune vin 1899	20.00	22.00
Red Burgundy	30.00	32.00
Chambertin vin 1899	30.00	32.00
Romanee vin 1893	40.00	42.00

Barretto & Co.,
Agents,
Nos. 22 & 24, Bank Buildings,
Queen's Road Central,
Hongkong, 19th October, 1904. [709]

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT TO HIS
EXCELLENCY THE GOVERNOR.WATSON'S
BALSAM
OF
ANISEED

is not a cure all, but

IT DOES CURE

A COUGH,

and that right speedily.

A. S. WATSON & Co.,
LIMITED,

THE HONGKONG DISPENSARY.

ALEXANDRA BUILDINGS.

MONEY
WISDOM.

MONEY, WHEN WELL

LAID OUT, HAS A

HABIT OF

COMING BACK AGAIN

AND

BRINGING SOME

MORE WITH IT.

HOW TO LAY IT OUT

TO THE

BEST ADVANTAGE

IS A

QUESTION WHICH

CALLS

FOR MUCH

WISDOM.

PROBABLY

MORE MONEY

HAS RETURNED

TO SOME

INDIVIDUALS

THAN TO

OTHERS, BUT

IT IS

THE FAULT OF

THE OTHERS.

THEY DID NOT BUY

THEIR

WINES

AND

SPIRITS

OF

GREGOR & CO.

WINE & SPIRIT
MERCHANTS.34, QUEEN'S ROAD CENTRAL,
1ST FLOOR.

Opposite Post Office.

Hongkong, 16th December, 1904. 1266-C

NOTICE
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Joo House Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.
SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$18 per annum.
The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.50 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 80 cents per quarter.
Single Copies, Daily, ten cents; Weekly, twenty-five cents.

BIRTHS.
On the 1st December, at Lanchow, the wife of Rev. A. W. LAGERQUIST, of a daughter.
On 11th December, at 3, Footing Terrace, Pootung, the wife of John Walcott, of a son.

MARRIAGE.
On the 10th December, at Holy Trinity Cathedral, Shanghai, CHARLES ARTHUR, youngest son of W. C. Howard, chief Tide-surveyor, I.M.C. Kiukiang, to ROSE LAVINIA ALSFORD SANDERS, of Shanghai.

DEATHS.
At the Victoria Nursing Home, Shanghai, on the 10th inst., ELIZABETH MACP, aged 36 years.
On 11th December, at the Isolation Hospital, Shanghai, of smallpox, KATIE, aged 6 years, the third beloved daughter of Mr. and Mrs. O. A. Madar.

The Hongkong Telegraph

HONGKONG, FRIDAY, DECEMBER 16, 1904.

LOCAL AND GENERAL.

THE Yokohama Quarantine Station's isolation hospital was burnt down on the 26th ult.

THE Japanese Government has ordered from Krupp's 66 guns deliverable in ten months.

WE have received a blotter from Messrs. Dodwell & Co., as representing the Alliance Assurance Co., Ltd.

THE *Santon*, with Mr. Lawton of the *Daily Telegraph* on board, left Chefoo on the 6th on a secret errand.

MR. Archibald Little has succeeded in getting a mining concession at Kiangpoh-ting in Chungking of Szechuan.

A Tokio wire of 9th inst. says that the strength of the besieged is now believed to be between six and seven thousand.

THE quarters of the Intelligence Department of the British garrison at Tientsin were partially burnt down on the 3rd.

THE Taotai of Chinanfu is visiting Chefoo on business and has been entertained by the local Taotai at a banquet at the Bench Hotel.

THE Korean Minister at Peking, who has been ordered home, wires that he cannot come until the Government sends him his overdue salary that he may pay his bills.

DR. F. H. Hall-Wright left here yesterday, per the *Kum Sang* for Calcutta, en route to South Africa where he has obtained an appointment at the mines in connection with the immigration of Chinese native labour.

H.E. Count Gallina, Italian Minister, was to leave Peking on the 8th for Hankow, home-bound. The *China Times* says that H.E. has won the highest esteem and respect of his colleagues and of all who have come in contact with him.

LAST evening Sergeant Watt raided a suspected gambling den, and caught twelve men in the act of enjoying a game of chance. Placed before Mr. H. H. J. Gompertz this morning the leader of the game was fined \$75 and each of the others \$3. The paraphernalia and money seized were confiscated.

AFTER serving 4 months and 3 days behind the walls of grim Bilibid, Fred. L. Dorr and Edward F. O'Brien, the proprietor and editor, respectively, of the *Manila Freedom*, who have been serving sentence for libel on Commissioner Legarda, have been liberated by the authority of President Roosevelt.

THE *Nippon* contradicts a report to the effect that the strength of the Russians defending Port Arthur at present is about 8,000, and states that from the result of the general assault commenced on the 26th ultimo, it has been ascertained that the forces at Port Arthur are about 15,000. The total Russian casualties since the commencement of the investment are estimated by the Japanese at between five and six thousand in killed and wounded.

A CURIOUSLY amusing case came before Mr. F. A. Hazeland, at the Magistracy, this morning, in which a Mohammedan charged another with using abusive language, the cause of the trouble arising out of the change of hour in the service at the mosque. It appeared that the complainant arrived after the service had begun, and so he remonstrated with the "master of ceremonies" for beginning so early, and before he had arrived. "You are not the son of a Prince," said the defendant, "and I cannot keep three hundred people waiting for you." And this was the *casus belli*. Mr. E. J. Grist, of Messrs. Wilkinson and Grist, appeared for the complainant, and Mr. John Hastings for the defendant. His Worship, however, said that he need not call upon either of the legal gentlemen for any pleadings, as he did not consider any case had been proved against the defendant of using language likely to provoke a breach of the peace, and dismissed the summons.

SOME coolies for South Africa were raiding a Silk Filature at Chefoo for cocoons when they were stopped by a Japanese, Major Morris, and some of his men, who arrested six of them and took them to the major's quarters. A large body of coolies then attacked the major's house, and a battle royal ensued, the Japanese Consul and his constables at last coming to the rescue. The Taotai was inquiring into the matter.

By kind permission of Col. Caulfield and officers, the Band of the 110th Mahratta Light Infantry will play the following selections at the Hongkong Hotel to-morrow evening:
Grand March..... "Herodias"..... Schubert
Grand Polka..... "The Diamond Jubilee"..... Kapp
Sacred Song..... "On the Nile"..... Puccini
Valse..... "Diogenes"..... Puccini
Popular Selection..... "Coster Songs"..... Cavalier
Descriptive Vocal Polka..... "The Jolly Blacksmiths"..... Suckley
God save the King.

PROGRAMME of music to be performed by the band of the 114th Mahrattas on the New Parade Ground, on Monday next, from 4 to 5.30 p.m.:—
Roman March..... "Transcription from an organ composition"..... Lefebure-Wely
Overture to..... "Rigoletto"..... St. E. Elgar
Chanson de Maïen..... "Rigoletto"..... St. E. Elgar
Offertoire..... "transcription from an organ composition"..... King Hall
Selection from..... "Der Frischlitz"..... Weber
God save the King.

AN old Chinese woman was charged before Mr. H. H. J. Gompertz with kidnapping a girl in Canton and bringing her to this Colony for certain purposes. The charge was proved, and a sentence of six months' hard labour passed. But the parties misunderstood the position, and the girl fell down in a dead faint when she was told she had to go to six months' hard labour, while the old Jezebel was chuckling at getting off scot free! But Nemesis was at hand, in the shape of Detective Inspector Mursion, who seeing the condition of affairs, quickly explained the true position, and then it was the old harpy who fainted, while the girl left, smiling, with her guardians!

CONTRABAND TROUBLE IN HONGKONG.

THIRTEEN MEN PROSECUTED.

This morning, before the Hon. Captain L. A. W. Barnes-Lawrence, Marine Magistrate, Captain H. B. C. Edmonds, of the *s.s. Craigearn*, prosecuted P. Lasites, carpenter, P. Paliologo, G. Mamoon, A. Sandell, G. Espin, able seamen; L. Gallias, L. Karabolas, S. Papieras, Abdul Aziz, and H. Peterson, firemen; G. Zante, donkeyman, and L. Mameledge, of the above vessel, for disobeying his lawful commands by refusing to proceed to sea.

Prosecutor stated that the defendants refused duty on account of the steamer carrying what they considered to be contraband of war. Six of the men, five firemen and a donkeyman, refused duty yesterday morning, and the others this morning. The cargo of the *Craigearn* consisted of rice, sugar, oil-cake, castor oil, cotton and brass, besides other small items of general cargo. He had no reason to suppose that any of these goods were intended for warlike purposes. The following statement had been given him by the charterers of the *Craigearn*, stating that the cargo is not intended for a belligerent Power: "With reference to the cargo of rice, sugar, and general merchandise, shipped by your steamer hence to Kobe, and Yokohama, we hereby declare that the whole of same is consigned to private individuals and firms in Japan, and not to any belligerent power, (sd.) HOONG FAT & CO., Charterers."

Witness, continuing, said he had had no trouble with the crew so far.

The agreement with the men was handed in and examined, and from this it was shown that they were bound to serve within 75° N. and 60° S. to any ports.

The carpenter stated that, speaking on behalf of himself and the other defendants, they did not refuse to do their duty, but they did refuse to carry contraband of war, because they didn't sign for that purpose. They refused to go to a war country.

By the Court: Under the circumstances of the explanation given and the statement regarding these goods, the five able seamen among the defendants were willing to return to duty; that is, if the master would undertake to guarantee them against the loss of their clothing and personal effects in the event of their losing them. All the crew claimed similar treatment.

Captain Edmonds, re-called, said there was nothing whatever in the agreement as to making good the loss of personal effects, and he was not willing to accede to their request.

Hon. Barnes-Lawrence: Before dealing with you men I put before you the position in which your case stands. Your vessel is chartered to carry certain goods to two ports in Japan, Kobe and Yokohama. Certain of these goods, such as rice and sugar, may be regarded as "conditional" contraband; that is to say, it is not considered contraband if the transaction in regard to its use is a purely commercial one and not done with the intent of assisting in the war, but simply for the purposes of gain. To create an offence a belligerent destination is essential. In this instance, I hold in my hand a statement from the charterers to the effect that the vessel's cargo is consigned to private individuals and firms in Japan and is not intended for the use of the belligerents. This being the case your refusal of duty cannot be entertained. By the articles of agreement you are bound to continue in this service, as you are not called upon to carry out any duties outside its provisions. I give you this opportunity to reconsider your act, which will, if persisted in, involve serious consequences. I understand that the master is prepared to withdraw the charge if you return to your duty.

An interval was then allowed the men for the purpose of discussing the matter.

The carpenter then, as spokesman, said that if the captain would give them an assurance that their personal effects would be made good in the event of any accident to the same on this voyage, they would consent to go.

Captain Edmonds said he was willing to do this. The guarantee having been drawn up and handed to the carpenter, the charge was withdrawn and the men left to return to their duty.

STILL RECALCITRANT.

In the afternoon L. Gallias, L. Karabolas, and S. Papieras, firemen, and three of the defendants in the above case, were again placed before the Hon. Barnes-Lawrence for still refusing to return to their duty. They said they did not understand why they should, and they would not go on board.

The Magistrate explained to them again, and said the charge had been proved and they were to go to four weeks' imprisonment, and to forfeit six days' pay. Should the vessel leave before the expiration of their sentence the men were to be placed on board the steamer before she sailed.

As the steamer leaves at daylight to-morrow morning the men were to be removed to gaol and then placed on board this evening.

THE HONGKONG HIGH-LEVEL TRAMWAYS CO., LTD.

Following is the report for presentation to the shareholders at the twentieth ordinary general meeting, to be held at the Company's registered offices, Alexandra Buildings, Des Voeux Road, on Friday, the 23rd inst., at noon:—
To the shareholders of the Hongkong High-Level Tramways Co., Ltd.
Gentlemen,—We beg to lay before you the report and statement of accounts for the year ending 30th November, 1904.

The net profits for the twelve months, after paying charges and all running expenses, and making provision for auditors' fees, amount to \$46,239.91 To which has to be added the balance brought forward from last account..... 4,283.58

\$50,523.49

At 1 from this has to be deducted remuneration to general managers (5% on gross earnings)..... 4,640.07

Leaving available for appropriation..... \$45,883.42
Your general managers and consulting committee recommend that a dividend of \$15 per share be paid to shareholders, absorbing \$18,750; that \$4,337.14 be written off stations and shelters; that \$20,000 be transferred to Reserve Fund and the balance, viz., \$1,796.28 be carried to new profit and loss account.

CONSULTING COMMITTEE.
Messrs. R. K. Leigh and C. Ewens and the Hon. Mr. C. W. Dickson having resigned, Messrs. J. Orange and J. Scott Harston and the Hon. Mr. W. J. Gresson were invited to fill the vacancies and accepted seats on the Board. In accordance with Rule 15 of the company's articles of association, the present members, the Hon. Mr. W. J. Gresson, Mr. J. Orange and Mr. J. Scott Harston retire, but, being eligible, offer themselves for re-election.

AUDITORS.
In the absence of Mr. W. H. Potts from the Colony, the accounts have been audited by Mr. F. Maitland and Mr. W. H. Gaskell. Mr. Potts and Mr. Gaskell offer themselves for re-election.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 8th December, 1904.

BALANCE SHEET
For the year ending 30th November, 1904.

Liabilities.
Capital account: 1,250 shares of \$100 each, fully paid up..... \$125,000.00
Reserve fund..... 30,000.00
Unclaimed dividends..... 340.00
Local and general liabilities..... 9,045.68
Mortgage R.B.L. No. 80..... 29,000.00
Profit and loss: brought forward..... \$ 4,283.58
Do..... for current year..... 46,239.91
Total..... \$243,969.17

Assets.
Permanent way, concession and deed of grant as per last account..... \$125,000.00
Stations, crown leaseholds and buildings (Inland lots 1317, 1333, 1334, 1335, 1353, and R.B. lots 80 & 86)..... 43,371.43
Rolling stock..... 24,378.50
Furniture account..... 125.00
Coals and stores in hand..... 1,063.99
Accounts receivable..... 616.65
Cash in Hongkong and Shanghai Bank..... \$ 47,102.00
Cash and compradors' orders in hand..... 2,251.54
Total..... \$243,969.17

PROFIT AND LOSS ACCOUNT.
Dr.

To salaries and wages..... \$ 22,645.91
To maintenance and repairs..... 3,823.53
To charges..... 3,245.80
To coals and stores..... 11,678.86
To rates, crown rent and Fire Insurance..... 910.73
To godown and station rent..... \$2,076.64
Less sundry rents received..... 830.00
To office rent and clerks' salaries..... 3,000.00
To balance..... 50,523.49
Total..... \$ 97,084.96

Cr.
By amount brought forward from last year..... \$ 4,283.58
By transfer fees..... 2.00
By traffic receipts for the year to date..... 91,740.31
By interest..... 1,059.07
Total..... \$ 97,084.96

JOHN D. HUMPHREYS & SON,
General Managers.

We have compared the above statement with the books and vouchers of the company and found it to be correct.

W. H. GASKELL, Auditors.
F. MAITLAND, Auditors.
Hongkong, 8th December, 1904.

THE WRECK ON BOMBAY REEF.

Capt. Jackson, of the *s.s. Laertes*, which arrived from Saigon to-day, makes the following report:—Weather fine and clear, light winds, sea smooth as far as Paracels, from thence to port strong N.E. monsoons, and high head sea. On 13th inst. at 8.45 a.m., observed two steamers on Bombay Reef, bore down towards them and made out one to be the *Heron Gordon*; the other had black painted hull with white band round, black funnel, derricks up and rigged as if it had been discharging cargo, one boat in davits on starboard side near bridge; could not see anybody on board, so proceeded on voyage.

THE NAVY LEAGUE IN HONGKONG.

Following is the report to be presented at the general meeting of members and associates of the Hongkong branch of the League, to be held in the old Chamber of Commerce Room, City Hall, on Monday, the 19th inst., at 5.15 p.m.:—

The past two years have, so far as the local branch of the Navy League has been concerned, been years of considerable interest, especially since the outbreak of the Russo-Japanese War, but the committee have judged it wise, whilst keeping a vigilant eye upon current events, to adhere strictly to the Navy League watchword "efficiency," and not to plunge into those thorny international questions of contaband and the rights of neutrals which have plentifully arisen during the course of the present war. The unfortunate incidents which have occurred, inculcate, however, one very useful lesson, namely, the large number of cruisers which would be necessary in time of war if our sea-borne commerce is to be adequately protected.

Your committee has, from time to time, offered gunnery prizes on behalf of this branch of the Navy League, but unfortunately the service regulations do not appear to admit of the acceptance of the offer. It is satisfactory, however, to record that a special medal is now awarded by the authorities for proficiency in gunnery and that an Admiralty return is published for general information which shows the results of the firing and the relative hitting capacity of the different ships.

In connection with the question of efficiency it may be noted that, generally speaking, the shooting continues to be on a high level in the China Fleet, though not quite so good as formerly in one or two instances.

Among various local matters of importance, which have occurred during the period under review, may be mentioned the visit to the Far East of Mr. H. F. Wyatt, the Navy League Envoy.

Mr. Wyatt's tour was a very successful one, and, in particular, the establishment of the Japan and Shanghai branches of the Navy League must be placed to his credit in this regard.

In Hongkong Mr. Wyatt delivered two lectures before the 2nd June, 1903, at which the late Governor, Sir Henry Blake, took the chair, and the other at the Quarry Bay Sugar Works, at which Mr. D. R. Law presided. Mr. Wyatt also held a successful meeting at Canton, where the numbers of members of the Navy League in proportion to the number of Britons resident there is very satisfactory. The season at which he arrived in Hongkong unfortunately precluded the idea of a general dinner being given to Mr. Wyatt by the members and associates of this Branch, but he was privately entertained by the members of the committee and a useful interchange of views effected.

Since then Mr. Wyatt has met with further successes in Australia and South Africa, and on the 21st October, 1904, a public dinner was given by the head office in his honour to welcome him on his return.

Amongst other matters which have recently occupied the attention of your committee, may be mentioned the suggested possibility of Great Britain withdrawing from Wei-hai-wei. Your committee have thought it right to express their disapproval of such a step, which would not only be damaging to British prestige but would deprive us of a northerly base in the event of serious trouble occurring in the Yellow Sea.

Since the last general meeting of the members and associates of the Hongkong branch of the Navy League, which took place in January, 1903, we have lost the services of our indefatigable hon. secretary, Captain G. C. Anderson, who has retired to the old country for a well-earned rest.

Subsequently, at the request of the committee, Mr. E. W. Mitchell kindly consented to act as hon. secretary for a few months and later we were able to secure the services of Mr. A. R. Lowe as hon. secretary.

Mr. B. Layton, who did yeoman service for this branch as hon. treasurer, resigned the post a few months ago, and Mr. N. J. Stabb has kindly consented to act in his place.

The following are the present members of the committee: Mr. H. E. Pollock, K.C. (President), The Honourable Gershom Stewart, Mr. R. Chatterton Wilcox, Mr. M. W. Slade, Mr. D. R. Law, Mr. T. E. Cochrane, Mr. E. W. Mitchell, Mr. B. Layton, Mr. N. J. Stabb, hon. treasurer, and Mr. A. R. Lowe, hon. secretary.

The number of members and associates of this branch is as follows, namely: 285 members and 35 associates.

The number of British adult residents in this Colony (exclusive of the services) exceeds 1,200, and it is to be hoped, therefore, that residents will come forward as either members or associates in larger numbers. The subscription is only \$5 a year for members, and \$2 a year for associates, and there is no entrance fee.

H. E. POLLOCK,
President,
Navy League, Hongkong Branch.

TELEGRAM.

THE WAR.

THE NAVAL ATTACK.

AT PORT ARTHUR.

TORPEDO BOAT MISSING.

Mr. M. Noma, Consul for Japan, has kindly forwarded to us the following telegram:—

Tokio, 15th Dec., 4.55 p.m.

The Commander of the Third Squadron reports that two torpedo-boat flotillas attacked the *Sevastopol* and the commissioned ship at 3.30 a.m. on the 14th during a heavy snow storm.

One torpedo-boat is still missing, but the rest returned in safety.

On the morning of the 14th our observation station and the picketship reported that the *Sevastopol's* bow had sunk three feet.

From 11.30 p.m. of the 14th to 3 a.m. on the 15th, six torpedo-boat flotillas and special torpedo-boats incessantly attacked the *Sevastopol*, *Otravny* and the commissioned ship. The details are not yet reported, but at 9 a.m. on the 15th the observation station reports that the *Sevastopol's* bow was further sunk, with the torpedo tube completely immersed.

THE OLD "THALES" AT SASEBO.

RELEASE OF CREW AND SEIZURE OF CARGO.

The examination of the cargo of the German steamer *Veteran* (late British steamer *Thales*), which was recently captured outside Port Arthur, was completed on Sunday last, says the *Kobe Herald*, of 7th inst., when the opinion of the Procurator was sought with regard to the validity of the capture. Yesterday, says a dispatch to the *Asahi*, the Procurator declared the seizure of the steamer and cargo to be lawful.

The crew of the *Veteran*, including the Captain and four other German officers and twenty-four Chinese, were released yesterday. The cargo consists of beef, sheep, skins, boots, medicine, raw cotton, soap, and a quantity of provisions. There was no ammunition or arms on board.

BEACHCOMBERS' BAD BREAK.

Yesterday six of the inmates of Hongkong's House of Detention, on being given their usual liberty with the object of looking for work, found their way over to Yumaili, and there literally broke loose. They entered a house and called for "chow" though it was not a restaurant, and finding they could get nothing they started to break up things, smashing tables and committing nuisance until the arrival of the Police put an end to their capers, and they were placed under arrest, and brought over to Hongkong. This morning they were placed before Mr. Gompertz at the Magistracy, when the first, the ringleader, was fined \$40, or six weeks; the second \$25, or 21 days; the third \$25 or two months; the fourth and fifth \$10 or 21 days; the sixth, for want of sufficient evidence to convict, was discharged with a caution. They are "doing time," and will probably have to answer to the charge of being absent from the "Home" without leave!

SHIPPING NOTICES.

The *Suma Mars* touched a Russian mine in Taiten Bay on the 27th ult. and was nearly wrecked.

Mr. Norstrom, third engineer of the Swedish steamer *Karin*, died on board of inflammation of the lungs between Chinwangtao and Chefoo, after accidentally falling into the river at Newchwang.

The Chinese steamer *Victoria*, 930 tons, arrived at Nagasaki on the 3rd with a broken shaft, in tow of the British steamer *Honolulu*. The former Ben liner *Denladi* has been renamed *Toyolomi Maru*.

The drifting ice has driven all the steamers out of the Liao at Newchwang.

SHIPPING AND MAILS.

MAILS DUE.

English (Malta) 17th inst.
Canadian (*Athenian*) 17th inst.
American (*Manchuria*) 18th inst.
Canadian (*Empress of China*) 20th inst.
German (*Prins Eitel Friedrich*) 20th inst.
German (*Roon*) 21st inst.
Indian (*Lassang*) 26th inst.
American (*Coptic*) 26th inst.
Australian (*Taiyuan*) 28th inst.

The *s.s. Sagami* arrived at New York on 13th inst.

The *s.s. Germanicus* sailed from Victoria, B.C., on 14th inst.

The *H. A. L. S. Silhonia* from Hamburg left Singapore for this port on 15th inst., p.m., and may be expected here on 22nd inst.

The *C. P. R. Co's s.s. Empress of China* arrived at Nagasaki at 3 p.m., on 15th inst., and left again at 7 a.m., Friday, for Shanghai where she is due to arrive at 5.30 p.m., on 17th inst.

The *C. P. R. Co's s.s. Athenian* arrived at Shanghai at 6 a.m., on 14th inst., and left again at 11 p.m., same day, for Hongkong where she is due to arrive at 5 p.m., on 17th inst.

The

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

THE ADMIRALTY DOCK-YARD

AT HONGKONG.

(From Our Own Correspondent.)

LONDON, 15th December, 12.15 p.m.

According to the London correspondent of the *Birmingham Post*, Sir John Fisher, the Senior Naval Lord, intends to thoroughly overhaul the Admiralty dockyard system.

Much greater significance than hitherto will be attached to the Naval stations of Gibraltar and Hongkong.

(Reuters.)

The Franco-Siam Convention.

LONDON, 14th December.

Consequent on the Franco-Siam Convention, Siam has appointed M. Pardoux of the French Consular service, legal adviser, and Colonel Couillet to the command of the native Militia in the provinces of Patabang and Siemreap.

LATER.

The British Mission to Cabul.

The British Mission has arrived at Cabul; all well.

Reform in Russia.

The Moscow Town Council has resolved on the following reforms as absolutely necessary for the protection of the subject against official caprice:—

- (1) The abolition of exceptional laws.
- (2) The freedom of conscience, of the Press and of meetings.
- (3) Popular representation in the Government.

BREACH OF THE HARBOUR RULES.

Sergeant Aris, of the Water Police, charged a Chinese owner of the launch *Lee Hong*, with allowing the launch to ply in the harbour without having a certificated master on board, in the afternoon of Thursday last. He stated that he saw a launch going down the harbour, and as he could only see two men on board he went after it and found it was the *Lee Hong*. He saw her run into a sampan and damage it. He then heard some one call out "save life," but no one was in the water. He then rowed up to the launch and found a man at the tiller who was an ordinary native seaman. He asked for the master, and the coxswain said he was not on board. Fok Sui, said he was master of the steam launch *Lee Hong*. Defendant was the owner. He lived at No. 6, Lai Wing Street, East. He was not on the launch because he was informed his father was sick and he went to get some medicine, and when he returned the launch had left. The launch was to leave at 5 o'clock. He got there at five minutes to five and found the launch gone. He had an assistant but he had no licence. He knew that the launch must not move without a certificated master on board. Defendant said he was the owner of the launch but he left it in charge of the master. His Worship said he was satisfied that the master did not intend to be away from the launch when it left. Defendant's duty was to see that a certificated master was on board whenever the launch moved, and he must be fined \$35 and cautioned.

CUSTOMS DECENNIAL REPORTS.

We have received the following communication from the Statistical Department of the Chinese Imperial Customs:—

Some ten years ago the Imperial Customs issued a volume of Decennial Reports covering the period 1882 to 1891, reviewing the trade at each port during the ten years period and giving a general statistical and descriptive account of the district served by each port. This issue is now out of print, but within a few days will appear the first volume of the second issue of the Decennial Reports covering the period 1892 to 1901, and including the Northern and Yangtze ports, beginning with Newchwang and ending with Soochow.

The first issue contained contributions from 23 Chinese ports with 694 pages of text and 48 maps and diagrams. The forthcoming volume will contain contributions from 14 ports of North and Mid-China, with 557 pages of text and 34 maps and diagrams; and South China from Hangchow to Yantung will be described in a second volume of equal size, to appear next year. The book will contain both interesting and instructive reading for the Christmas holidays, with some left over for the Chinese New Year, and is provided with an index.

The first volume will be sold at \$12 in paper uncut edges, and at \$15 bound in half-bound and may be obtained after the 17th December at Shanghai from Kelly and Walsh, Ltd., and Max Noesler & Co.

An early copy will be sent for review.

When Chang Chen Hsuen was about to leave Peking, he was authorised to confer special official titles and ranks upon competent representatives of merchants in the China ports and in the Straits Settlements, in the hope of giving them some encouragement, says a native exchange.

THE CREW OF THE "AGINCOURT"

CHARGES OF CONSPIRACY.

IMPORTANT DECISION.

Four summonses against members of the crew of the steamer *Agincourt* were returnable at the Thames Police Court on 8th ult. The case was tried before Mr. Mead, and the summonses were taken out by Mr. Tom Lloyd, trading as T. Lloyd and Co., 101, Leadenhall-street, the managing owner of the steamer. The defendants were Charles Rothwell, Adam Lauder, Peter Sheehan, and Jeremiah Sheen, members of the crew of the *Agincourt*, and they were charged with combining to disobey the lawful commands of Captain G. W. H. Laudison, master of that steamer. Mr. Dawson Miller (instructed by Messrs. Botterell and Roche) appeared for the prosecution, whilst Mr. A. Neilson (instructed by Mr. T. Tubbs) represented the four seamen.

Mr. Dawson Miller, in opening the case for the prosecution, said the summonses were taken out under Sub-section (c) of Section 225 of the Merchant Shipping Act, 1894. The section stated that if a seaman lawfully engaged on a ship did certain acts he was liable to be punished. Sub-section (e) stated "if he combines with any of the crew to disobey lawful commands, or to neglect duty, or to impede the navigation of the ship or the progress of the voyage, he shall be liable to imprisonment for a period not exceeding 12 weeks." The present case was one of considerable importance both to shipowners and seamen in regard to their respective rights and liabilities. The defendants signed on the *Agincourt* on April 21, and they thereby agreed to serve on the ship for a period not exceeding two years. The voyage was described as from Barry to Hongkong and then to any port or ports in any rotation between the limits of 35 deg. N. lat. and 60 deg. S. lat. The steamer left Barry on April 23 with a cargo of Welsh coal, her destination being Hongkong. She did the passage by way of the Cape, and on June 27 she arrived at Singapore, where she took in bunker coal. The owners of the ship, Messrs. Lloyd and Co., had noticed in the newspapers, especially in the *Shipping Gazette*, notices relating to the troubles there had been with other ships who were endangered by floating mines in the neighbourhood of Hongkong, and by agreement with the charterers it was decided that the ship should not go to Hongkong when she left Singapore, but should take the cargo to Nagasaki, in Japan. The shipowners received no extra freight for that deviation. At that time there were rumours of floating mines coming down from Port Arthur, and on account of that danger they very properly sent the ship to Nagasaki instead of to the dangerous zone at Hongkong. Under the agreement with the crew the voyage was described as from "Barry to Hongkong," but that agreement went on to say "and thereafter to a port or ports in any rotation within the limits of 35 deg. north lat. and 60 deg. south lat." Nagasaki was within those limits. However, when the vessel arrived at Singapore the men refused to go on in the ship to Nagasaki. Apparently their reason was that the ship was carrying coal, which had been declared contraband, to a belligerent port, and that they were not bound to proceed on such a voyage, although there could be no doubt that the voyage came clearly within the agreement under which they were to sail. The captain did his best to persuade the crew to go on, but 14 of the men absolutely refused. The others went on. The men were offered increased pay, but they still refused to proceed in the ship. Unfortunately, some time after that period the ship was wrecked. The men who had refused to proceed were perforce left behind at Singapore, the captain intending to pick them up again after leaving Nagasaki. However, on the way back from that port the vessel was wrecked, with the result that the captain was still out in the East trying to arrange matters. The evidence he had was contained in the official log-book, which he proposed to put in and which was admissible as evidence under the Merchant Shipping Act. The entries in that log-book showed that those men had combined to try and upset the lawful commands of the captain to impede the navigation of the ship or the progress of the voyage. They had refused to go on when the captain wanted them to. He understood that the point made by his learned friend was that the articles of agreement did not include a voyage to Nagasaki carrying contraband, but, as he had already observed, the voyage to Nagasaki was clearly within the limits within which the *Agincourt* was entitled to trade. If his friend relied strictly on the wording "to Hongkong," and urged that they did not keep to that part of the agreement, he would submit that that was only a technical objection, because the men would have been bound to proceed to Nagasaki if the owners ordered the ship there after arrival at Hongkong. There was nothing illegal in the carrying of the contraband of war; it was not an offence against the municipal law of this country for a subject to carry contraband to a belligerent country.

Mr. Neilson: I do not dispute that point. Mr. Dawson Miller then read extracts from the official log-book relative to the action of the men at Singapore. Continuing his statement, he said the men refused to proceed on June 28, just as the ship was leaving her moorings, and in consequence thereof the vessel was delayed until June 30. That delay was entirely due to the action of the men.

Mr. Neilson: I rely upon the fact that the ship was bound to proceed to Hongkong, as stated in the agreement, apart from the question of contraband. It was a breach of the articles not to go to Hongkong. The men were signed on at peace risks and peace pay. Then the master ordered them to carry contraband of war, as specified in the *Gazette* of March 11, which date was prior to the date when they signed on.

Mr. Mead: So, if there was no fear of death there was a danger of their being carried out of their course and delayed.

Mr. Neilson: As, indeed, in another case, that of the *Challenger*, where the men were sent home across Liberia. And then there was the *Knight Commander*, which vessel was sunk.

Mr. Tom Lloyd was then called, and in the course of his evidence he said he traded as Lloyd and Co., who were the managing owners of the *Agincourt*. He entered into a charter-party to go to Hongkong with a cargo of Welsh coal. The terms of the articles of agreement were read out to the crew. As owner of the steamer he made arrangement when the vessel was at Singapore for her to go on to Nagasaki instead of Hongkong.

Mr. Neilson said he did not know how that could be evidence against his clients. Mr. Lloyd had made arrangements with other people who were not there.

Mr. Mead: He may show facts that tend to show it was impossible to go to Hongkong. Mr. Dawson Miller: I cannot say "impossible"; I say "dangerous."

Mr. Lloyd, continuing his evidence, said the vessel was chartered to Messrs. Andrew Ware and Co., to load for Hongkong or Shanghai. The coal was unsold, taken as a speculation. During May the papers were full of reports of floating mines. His steamer was insured at a price which meant loss to him if she sunk. Then the question arose. What was his position with his underwriters if his steamer ran into a floating mine? His position in that event, his brokers told him, would be a doubtful one. Shipowners were warned not to allow their steamers to nurse the coast between Singapore and the Port Arthur district, which would involve Hongkong and Shanghai. He lodged a complaint that he did not feel justified in sending his steamer to Hongkong, and they endeavoured to make arrangements to overcome the difficulty that thus arose. It was against his personal interest, and also against the interests of the ship, for her to go to Nagasaki, but he was not prepared to face the contingencies of the *Agincourt* meeting a mine. His coal was sold to Hongkong, and his steamer was definitely fixed to go to that port. He got the same amount of freight for going to Nagasaki as to Hongkong, viz. 25s. per ton. He did not send his ship out to the East to run risks. If she were lost he lost money; consequently it was for him to take what was the safest course in regard to his 45,000-ton risk. That position arose during May and the early part of June, whilst the ship was on the passage out, and he could produce daily *Shipping Gazette*s showing what the position was. He considered it was safer to go to Nagasaki.

Mr. Neilson, for the defence, submitted that there was no case for him to meet. On June 28 the sailors refused and the firemen refused to go in the ship to Japan. The ship carried Welsh coal, and they knew that Nagasaki was a belligerent port, and also that Russia had intimated that she held coal to be contraband of war.

Mr. Mead: It seems to me that there is a great deal more risk in going to a belligerent port, like Nagasaki, than in regard to mines at Hongkong.

Mr. Neilson said there was a specific contract to go to Hongkong. The reason for the deviation of the *Agincourt* was obviously clear. There was a cargo of coal, shipped as a speculation, insured against war risks, consigned to Hongkong, the cargo unsold at the time it left this country, but sold during the passage to Nagasaki. He was going to ask the magistrate to say that the object of that voyage was to send the coal to Japan. It was sent out as a speculation, and Japan was the highest market for Welsh coal.

Mr. Mead: Supposing Hongkong is impossible by reason of certain contingencies for a cautious captain, what then?

Mr. Neilson contended that in that event they could get out of the difficulty by going to a safe port. He did not think a captain should go to Hongkong if it was reasonably dangerous. But there was no reasonable ground for fear. Mr. Lloyd himself had not been able to locate a single point of danger within 500 miles of the port.

Mr. Mead: Is there any other port where the coal would be marketable?

Mr. Neilson: Yes. Why not at Singapore, at some port of the Malay Peninsula, or at Rangoon, or an Indian port? At any of those ports it would have been saleable, but not at so high a price. Continuing, he said he thought it was agreed that the crew signed on for a voyage, and in the course of that voyage deviation was made to a port which was within a war zone, and as the ship was carrying contraband she became subject to attack and capture.

After further argument. Mr. Mead dismissed the summonses. He said: Upon the evidence which has been given I think the owners were bound by the articles of agreement to proceed to Hongkong, and that when they informed the seamen that it was not their intention to go to Hongkong the agreement came to an end, and the men were not bound to go anywhere else, unless under a fresh agreement. If I am wrong in regard to that, I say that the owners had not just cause to refuse to go to Hongkong, so far as I can judge. I consider the danger of being undetermined too remote, and I am confirmed by the fact that there is no evidence that any of the officers or crew objected to going to Hongkong. As to the unreasonableness of going to Nagasaki, I am not so strong about that, but I think the crew had a good reason to refuse to go there, considering the risk that there were, not necessarily to life, but with regard to convenience, loss of time, and loss of money. Therefore, under those circumstances I dismiss the summonses.

The Magistrate allowed 25s. costs on each summons—5s. in all.

THE *Foochow Echo* of the 3rd inst. notes the arrival of Mr. C. H. Ballour, the new agent there of the Hongkong and Shanghai Bank, with Mrs. Ballour, and notes the departure of the interim agent, Mr. McArthur, "with the very best wishes of everyone attending him."—There is also a very pleasant account of the marriage on the 1st of Dr. E. C. Davenport and Miss Ida Chambers.

IMPORTANT SALE OF PRAYA PROPERTY.

Particulars and conditions of the forthcoming sale of a lot of Crown land situated opposite the Sailor's Home at Connaught Road, Shek Tong Tsui and registered as Marine Lot No. 289 have now been published and should draw a large number of intending purchasers to the auction on the 27th inst. When property in this neighbourhood was last offered for sale the bidding was most spirited, and after a lively competition was eventually obtained at a price far above any hitherto secured at a Government land sale. The lot comprises 16,242 square feet, and will be offered at the upset price of \$113,624. The annual Crown rent is \$294, and the purchaser of the lot will have to expend on it a sum of not less than \$25,000 in rateable improvements within twenty-four months of the date of sale.

UNRECORDED INCIDENT IN HONGKONG.

CAPT. CASEY OF THE "CHUKONG."

The following item, taken from the *Manila American*, of 30 ult., does not appear to have been recorded in the local press:—

Captain Andrew Casey, late Admiral of the Inter-Island Transport Fleet, has performed another heroic feat. This time he saved the lives of an old gentleman, his three children and Chinese servant from instant death beneath the wheels of an electric car in Hongkong.

The incident happened on the 9th inst., the King's Birthday. Mr. Nunes, who is an employee of the French Mail Line, took his three children for their first ride on the new street cars. When the car stopped opposite the Athletic Club Grounds on East Queen's Road, Mr. Nunes got off on his wrong side of the car, which placed him in front of a car approaching from the other direction and which could not be seen on account of there being a sharp curve at this point, also a steep grade which makes it necessary for the cars to approach this particular place at nearly full speed. Mr. Nunes had just succeeded in landing his children when the approaching car hove in sight only a few yards away. The close proximity of the car apparently from the old gentleman to the spot, at least he was unable to move. Captain Casey's attention was first called to the predicament by the screams of an old lady. He barely had time to bound from the car and sweep the five people from the track before the car passed over the spot where they had been standing only a moment before. The captain escaped with several severe bruises on the left arm caused by the car striking him as it sped past.

This is not his first exploit by any means. During his career he has saved 26 lives, nearly all being at sea, amongst which are not only Asiatics but a great many were Europeans.

Captain Casey is now master of the steamer *Chukong* plying on the West river. [We are informed that the scene of the occurrence was just opposite the King Edward Hotel in Des Voeux Road.—Ed., H.K.T.]

COMMERCIAL.

TODAY'S INTELLIGENCE.

Business in all the more important stocks, not to speak of investment concerns, is practically at a complete standstill. This stagnant condition has been brought about by the state of demoralisation in Shanghai caused by the serious slump in Fainhams and Langkai. Hongkong has a relative interest in the former stock, and the forthcoming settlement is well-nigh sapping the available resources of those who were inadvertently led into buying at rates like Tls. 190 and over for this month. Private telegraphic advices from the Northern settlement makes the quotation Tls. 160, although locally shares are quoted at Tls. 163 sellers. The drop in Langkats of pretty nearly Tls. 25 a share is distressing and might well justify the nervousness at present displayed in the northern market.

The trivial character of the damage sustained by the subsidence in Tung-ka-doo is confirmed by letters received by the mail this morning. The estimated damage at an outside figure is put down at about Tls. 30,000.

At the Association meeting this afternoon local quotations for the week closed as follows:—

Hongkong Banks	...	...	\$715 sa. 67.10
Union Insurances	...	...	710
China Traders	...	...	381 sa.
Cantons	...	...	250 b.
Hongkong Fires	...	...	335 sa. & b.
China Fires	...	...	90 sa. & b.
H. & C. M. Steamboats	...	...	281 s.
Indo-Chinas	...	...	1281 s.
China Sugars	...	...	228 s.
Luzons	...	...	17 s.
H. K. & Whampoa Docks	...	...	2171 s.
Wharves	...	...	114 s.
Farnhams	...	...	Tls. 163
Hongkong Lands	...	...	5148 s.
Hongkong Hotels	...	...	145 s.
Hongkong Cottons	...	...	131
China Borneos	...	...	131 b.
Green Island Cements	...	...	30 b.
Powells	...	...	12 b.

TWO COTTON MILLS.

The report of the Ewo Cotton Spinning and Weaving Co. for the year ended 30th October last has been issued. It states that at the opening of the financial year in November, 1903, cotton could be bought on reasonable terms, but it gradually advanced in price up to April, from which date the higher level established was maintained until August, supported chiefly by heavy demand for export caused by the shortage in the American crop. Notwithstanding this, the mill production was sold at a profit for the first six months, when owing to the outbreak of hostilities between Japan and Russia the Northern outlets were practically closed to the Company, and with accumulating stocks and interest thereon profits disappeared. The balance at credit of profit and loss account, including the sum brought forward from last year, amounts to Tls. 12,844.76, which it is proposed to carry forward to next account.

SHANGHAI SHARE REPORT.

The following resume of the week's share transactions is from Messrs. J. A. Sullivan and Co.'s report published on the 8th December:—

For the great annual clearance at the end of the year, bears are depressing the markets as much as possible but without attaining any great success, although a temporary wavering in prices has to be noted this week. Indo-Chinas are strong at the close and cash shares are difficult to come across, excepting at an advance on present rates. All the quoted transactions are for time bargains. Farnham Boyds are being largely bought notwithstanding the efforts made to keep prices down. Langkats are suffering from want of ready cash, owing to investors remitting home. The price of Shanghai and Hongkong Wharfs has been affected by the subsidence in Tungkadoo, which is fortunately not very serious. The demand rate on London is 2/8. The 3 days' rate from Hongkong has fallen to 7 1/2. Consols 4/8 1/2.

Wharves.—Business was done in Shanghai and Hongkong Wharf shares before it was known that part of the wharfing had fallen in, at Tls. 162 1/2 plus new issue at par or an equivalent of Tls. 139 for 'old'; afterwards the quotation tumbled to Tls. 132 for 'new' and affected time shares even more quickly. December sales were made at Tls. 160, Tls. 155, Tls. 152 1/2, Tls. 151, but subsequently recovered to Tls. 154, all plus new issue shares. The March rate fell from Tls. 170 to Tls. 155, p.m., but to-day a stronger feeling exists and shares are wanted at quotations.

Shipping.—In Indo-Chinas no cash transactions have been reported. For December sales have been made at Tls. 91, Tls. 91 1/2, Tls. 92 1/2, Tls. 93 1/2, Tls. 94, Tls. 94 1/2, Tls. 95, Tls. 95 1/2, Tls. 96, Tls. 96 1/2, Tls. 97, Tls. 97 1/2, Tls. 98, Tls. 98 1/2, Tls. 99, Tls. 99 1/2, Tls. 100, Tls. 100 1/2, Tls. 101, Tls. 101 1/2, Tls. 102, Tls. 102 1/2, Tls. 103, Tls. 103 1/2, Tls. 104, Tls. 104 1/2, Tls. 105, Tls. 105 1/2, Tls. 106, Tls. 106 1/2, Tls. 107, Tls. 107 1/2, Tls. 108, Tls. 108 1/2, Tls. 109, Tls. 109 1/2, Tls. 110, Tls. 110 1/2, Tls. 111, Tls. 111 1/2, Tls. 112, Tls. 112 1/2, Tls. 113, Tls. 113 1/2, Tls. 114, Tls. 114 1/2, Tls. 115, Tls. 115 1/2, Tls. 116, Tls. 116 1/2, Tls. 117, Tls. 117 1/2, Tls. 118, Tls. 118 1/2, Tls. 119, Tls. 119 1/2, Tls. 120, Tls. 120 1/2, Tls. 121, Tls. 121 1/2, Tls. 122, Tls. 122 1/2, Tls. 123, Tls. 123 1/2, Tls. 124, Tls. 124 1/2, Tls. 125, Tls. 125 1/2, Tls. 126, Tls. 126 1/2, Tls. 127, Tls. 127 1/2, Tls. 128, Tls. 128 1/2, Tls. 129, Tls. 129 1/2, Tls. 130, Tls. 130 1/2, Tls. 131, Tls. 131 1/2, Tls. 132, Tls. 132 1/2, Tls. 133, Tls. 133 1/2, Tls. 134, Tls. 134 1/2, Tls. 135, Tls. 135 1/2, Tls. 136, Tls. 136 1/2, Tls. 137, Tls. 137 1/2, Tls. 138, Tls. 138 1/2, Tls. 139, Tls. 139 1/2, Tls. 140, Tls. 140 1/2, Tls. 141, Tls. 141 1/2, Tls. 142, Tls. 142 1/2, Tls. 143, Tls. 143 1/2, Tls. 144, Tls. 144 1/2, Tls. 145, Tls. 145 1/2, Tls. 146, Tls. 146 1/2, Tls. 147, Tls. 147 1/2, Tls. 148, Tls. 148 1/2, Tls. 149, Tls. 149 1/2, Tls. 150, Tls. 150 1/2, Tls. 151, Tls. 151 1/2, Tls. 152, Tls. 152 1/2, Tls. 153, Tls. 153 1/2, Tls. 154, Tls. 154 1/2, Tls. 155, Tls. 155 1/2, Tls. 156, Tls. 156 1/2, Tls. 157, Tls. 157 1/2, Tls. 158, Tls. 158 1/2, Tls. 159, Tls. 159 1/2, Tls. 160, Tls. 160 1/2, Tls. 161, Tls. 161 1/2, Tls. 162, Tls. 162 1/2, Tls. 163, Tls. 163 1/2, Tls. 164, Tls. 164 1/2, Tls. 165, Tls. 165 1/2, Tls. 166, Tls. 166 1/2, Tls. 167, Tls. 167 1/2, Tls. 168, Tls. 168 1/2, Tls. 169, Tls. 169 1/2, Tls. 170, Tls. 170 1/2, Tls. 171, Tls. 171 1/2, Tls. 172, Tls. 172 1/2, Tls. 173, Tls. 173 1/2, Tls. 174, Tls. 174 1/2, Tls. 175, Tls. 175 1/2, Tls. 176, Tls. 176 1/2, Tls. 177, Tls. 177 1/2, Tls. 178, Tls. 178 1/2, Tls. 179, Tls. 179 1/2, Tls. 180, Tls. 180 1/2, Tls. 181, Tls. 181 1/2, Tls. 182, Tls. 182 1/2, Tls. 183, Tls. 183 1/2, Tls. 184, Tls. 184 1/2, Tls. 185, Tls. 185 1/2, Tls. 186, Tls. 186 1/2, Tls. 187, Tls. 187 1/2, Tls. 188, Tls. 188 1/2, Tls. 189, Tls. 189 1/2, Tls. 190, Tls. 190 1/2, Tls. 191, Tls. 191 1/2, Tls. 192, Tls. 192 1/2, Tls. 193, Tls. 193 1/2, Tls. 194, Tls. 194 1/2, Tls. 195, Tls. 195 1/2, Tls. 196, Tls. 196 1/2, Tls. 197, Tls. 197 1/2, Tls. 198, Tls. 198 1/2, Tls. 199, Tls. 199 1/2, Tls. 200, Tls. 200 1/2, Tls. 201, Tls. 201 1/2, Tls. 202, Tls. 202 1/2, Tls. 203, Tls. 203 1/2, Tls. 204, Tls. 204 1/2, Tls. 205, Tls. 205 1/2, Tls. 206, Tls. 206 1/2, Tls. 207, Tls. 207 1/2, Tls. 208, Tls. 208 1/2, Tls. 209, Tls. 209 1/2, Tls. 210, Tls. 210 1/2, Tls. 211, Tls. 211 1/2, Tls. 212, Tls. 212 1/2, Tls. 213, Tls. 213 1/2, Tls. 214, Tls. 214 1/2, Tls. 215, Tls. 215 1/2, Tls. 216, Tls. 216 1/2, Tls. 217, Tls. 217 1/2, Tls. 218, Tls. 218 1/2, Tls. 219, Tls. 219 1/2, Tls. 220, Tls. 220 1/2, Tls. 221, Tls. 221 1/2, Tls. 222, Tls. 222 1/2, Tls. 223, Tls. 223 1/2, Tls. 224, Tls. 224 1/2, Tls. 225, Tls. 225 1/2, Tls. 226, Tls. 226 1/2, Tls. 227, Tls. 227 1/2, Tls. 228, Tls. 228 1/2, Tls. 229, Tls. 229 1/2, Tls. 230, Tls. 230 1/2, Tls. 231, Tls. 231 1/2, Tls. 232, Tls. 232 1/2, Tls. 233, Tls. 233 1/2, Tls. 234, Tls. 234 1/2, Tls. 235, Tls. 235 1/2, Tls. 236, Tls. 236 1/2, Tls. 237, Tls. 237 1/2, Tls. 238, Tls. 238 1/2, Tls. 239, Tls. 239 1/2, Tls. 240, Tls. 240 1/2, Tls. 241, Tls. 241 1/2, Tls. 242, Tls. 242 1/2, Tls. 243, Tls. 243 1/2, Tls. 244, Tls. 244 1/2, Tls. 245, Tls. 245 1/2, Tls. 246, Tls. 246 1/2, Tls. 247, Tls. 247 1/2, Tls. 248, Tls. 248 1/2, Tls. 249, Tls. 249 1/2, Tls. 250, Tls. 250 1/2, Tls. 251, Tls. 251 1/2, Tls. 252, Tls. 252 1/2, Tls. 253, Tls. 253 1/2, Tls. 254, Tls. 254 1/2, Tls. 255, Tls. 255 1/2, Tls. 256, Tls. 256 1/2, Tls. 257, Tls. 257 1/2, Tls. 258, Tls. 258 1/2, Tls. 259, Tls. 259 1/2, Tls. 260, Tls. 260 1/2, Tls. 261, Tls. 261 1/2, Tls. 262, Tls. 262 1/2, Tls. 263, Tls. 263 1/2, Tls. 264, Tls. 264 1/2, Tls. 265, Tls. 265 1/2, Tls. 266, Tls. 266 1/2, Tls. 267, Tls. 267 1/2, Tls. 268, Tls. 268 1/2, Tls. 269, Tls. 269 1/2, Tls. 270, Tls. 270 1/2, Tls. 271, Tls. 271 1/2, Tls. 272, Tls. 272 1/2, Tls. 273, Tls. 273 1/2, Tls. 274, Tls. 274 1/2, Tls. 275, Tls. 275 1/2, Tls. 276, Tls. 276 1/2, Tls. 277, Tls. 277 1/2, Tls. 278, Tls. 278 1/2, Tls. 279, Tls. 279 1/2, Tls. 280, Tls. 280 1/2, Tls. 281, Tls. 281 1/2, Tls. 282, Tls. 282 1/2, Tls. 283, Tls. 283 1/2, Tls. 284, Tls. 284 1/2, Tls. 285, Tls. 285 1/2, Tls. 286, Tls. 286 1/2, Tls. 287, Tls. 287 1/2, Tls. 288, Tls. 288 1/2, Tls. 28

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.
JOINT SERVICES.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"HYSON"	17th December.
GLASGOW and LIVERPOOL	"SOBRALENSE"	19th December.
GLASGOW and LIVERPOOL	"PELEUS"	27th December.
GLASGOW and LIVERPOOL	"HYSON"	4th January.
GLASGOW and LIVERPOOL	"PRIAM"	5th January.
GLASGOW and LIVERPOOL	"WRAYCASTLE"	5th January.

S.S. "HYSON" left Singapore at daylight on the 11th inst., and may be expected to arrive here at daylight on the 17th.

S.S. "SOBRALENSE" left Singapore on the 12th inst., at noon, and is expected here about the 19th.

HOMEBWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"DIOMED"	20th December.
* GENOA, M'LES, HAVRE & L'POOL	"NINGCHOW"	22nd December.
AMSTERDAM, LONDON & ANTWERP	"MOYUNE"	3rd January, 1905.
AMSTERDAM, LONDON & ANTWERP	"HYSON"	17th January, "
* GENOA, MARSEILLES & L'POOL	"HECTOR"	20th January, "
AMSTERDAM, LONDON & ANTWERP	"PRIAM"	31st January, "

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"PELEUS"	28th December.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 13th December, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MOJI and KOBE	"CHANGHONG"	17th December.
SHANGHAI	"HUNAN"	18th "
CEBU and ILOILO	"BUNGIANG"	19th "
SHANGHAI	"FOOHOOW"	19th "
MANILA	"TAMING"	20th "
SHANGHAI	"WOOSUNG"	20th "
CHEFOO	"ANHUT"	20th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHINGTU"	26th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 10th December, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon and staterooms—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA	SATURDAY, 17th Dec., at 10 A.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 24th Dec., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 10th December, 1904.

AMERICAN ASIATIC STEAMSHIP
COMPANY.FOR NEW YORK via SUEZ CANAL
PROPOSED SAILINGS.

Steamship	Tons	Captain	For	Sailing Dates
"CLAYDALE"	4,370	Wagner	NEW YORK	30th December, 1904.
"RAS ISSA"	4,370	Brehmer	"	20th January, 1905.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 7th November, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH
THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NICOMEDIA"	4,370	Wagner	January 9th, 1905.
"NUMANTIA"	4,370	Brehmer	January 25th, "
"ARABIA"	4,463	Bahle	February 20th, "
"ARAGONIA"	5,198	Schmidt	March 12th, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

TSANG FOO & CO.,
COAL MERCHANTS AND STEVEDORES,
48, DES VUEX ROAD.
SHIPS Coaled from alongside at the shortest
notice, and with all possible dispatch.
Prices Moderate. Telephone No. 339.
Hongkong, 1st October, 1904.

NOTICE.

BOO CHEONG, of No. 20, Pottinger
Street, has always on hand
FIRST-CLASS WRITING AND PRINTING
PAPERS, AND STATIONERY
of every variety.

Hongkong, 24th November, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light. First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons	Captain
"KWONG CHOW" 1,300	J. P. MARTIN.
"KWONG TUNG" 1,318	H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every
Evening (Saturday excepted).
Leave Canton for Hongkong about 5 o'clock
Every Evening (Sunday excepted).
These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.

Passage Fare—Single Journey\$4

Meals(Each) 1

The Company's Wharf is a Short Distance
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 17th February, 1904.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING."

Captain E. I. Page, of 1,088 tons, Registered,
is the newest, fastest, and most luxuriously fur-
nished steamer on the line and is lighted
throughout with Electricity hot and cold water
service. The cuisine is unexcelled.Leaving Hongkong every MONDAY,
WEDNESDAY and FRIDAY EVENING,
at 9 P.M. and returning from Canton every
following evening at 5 P.M.

1st Class\$3.00 for Single Journey.

2nd " " 1.50

Meals1.00 each.

The steamer's wharf is at the Western end
of Wing Lok Street.YUK ON S.S. CO., LD.,
No. 116, Wing Lok Street.
WENDT & Co.,
Canton Agents.

Hongkong, 24th June, 1904.

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING."

Captain Page will make an EXCURSION
TRIP TO MACAO, on EVERY SUNDAY,
leaving the Company's wharf at the end of
Wing Lok Street, at 8.30 A.M., and returning
from Macao at 7.30 P.M.The Steamer will lay alongside the S.S.
Perseverance's wharf at Macao.

FARE:

1st Class Single Ticket \$2.00, with Cabin \$3.00

Return " " \$5.00

Tiffin and Dinner may be had on Board
at \$1 each meal.YUK ON & CO., LD.,
S. A. NORONHA,
Macao Agent.

Hongkong, 2nd September, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI"

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 6.30 P.M.FARES:—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$2; 3rd Class, \$1.Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single, 30
cents; Return, 50 cents; Storage, 10 cents.TIPPIN AND DINNER can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.MING ON & Co.,
2nd Floor, No. 16, Victoria Street.

Hongkong, 5th November, 1904.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

1904.

About

"SHIMOSA"28th December,

"GAZE"25th Jan, 1905.

"SATSUMA"5th Feb, "

For Freight and further information, apply

DODWELL & Co., LIMITED,
Agents.

Hongkong, 9th December, 1904.

Consignees.

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo, in connection
with above Steamer, are hereby in-
formed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risks into the
Godowns of the Hongkong and Kowloon Wharf
and Godown Co., Limited, at Kowloon, whence
delivery may be obtained immediately after
landing.Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon, TO-DAY, requesting it to be
landed here.Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed
after 21st December, at Noon, will be subject
to rent and landing charges.All claims must be sent in to me on or be-
fore the 21st December, or they will not be re-
cognised.All damaged packages will be examined on
WEDNESDAY, the 21st December, at 3 P.M.
No Fire Insurance has been effected.L. BRIDOU,
Acting Agent.

Hongkong, 14th December, 1904.

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"DORIC."

are hereby notified that their Goods are at
their risk being discharged into Lighters and/or
landed into our Godowns Nos. 1 and 2, at
Kennedy Town, (Marine Lot 243), and delivery
may be had either from Lighters or from our
Godowns upon countersignature of Bills of
Lading.Goods remaining unclaimed after the 19th
instant will be subject to rent.All Claims must be sent in to me on or
before the 21st instant or they will not be
recognised.

No Fire Insurance has been effected.

E. W. TILDEN,
Agent.

Hongkong, 13th December, 1904.

FROM HAMBURG,
ROTTERDAM, ANTWERP, PENANG
AND SINGAPORE.

THE H. A. L. Steamship

"AMBRIA."

Captain Porzelius, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited, and
stored at Consignees' risk and expense.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 20th instant will be
subject to rent.All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 20th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 13th December, 1904.

NOTICE TO CONSIGNEES.

STEAMSHIP "TEXAN,"
FROM SEATTLE, VICTORIA, YOKO-
HAMA, KOBE AND MOJI.THE above Steamer having arrived, Consig-
nees of Cargo are hereby requested to
send in their Bills of Lading for Countersig-
nature, and to take immediate delivery of their
Goods from alongside.Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.No Fire Insurance will be effected by us in
any case whatever.DODWELL & CO., LIMITED,
Agents.

Hongkong, 12th December, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PALAWAN."

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.This vessel brings on Cargo:—
From London, &c., 22 S.S. Egypt.
Optional Goods will be landed here unless
instructions are given to the contrary before
2 P.M., TO-DAY.Goods not cleared by the 16th instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 10th December, 1904.

HONGKONG AVERAGE MARKET
PRICES.

Corrected 15th November, 100 cts. per \$ Alex.

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa B

" Corned—Ham Ngau Yuk

" Roast—Shiu

" Breast—Ngau Lam

" Soup, Tong Yuk

" Steak—Ngau Yuk Pa

" " Serjoin—Ngau Lau

" Sausages—Ngau Yuk Chung

" Bullock's Brains— " Know" per set

" Tongue fresh—Ngau Li, each

" " Corned—Ham Ngau Li, each

" Head—Ngau Tau

" Heart—Ngau Sum

" " Hump, Salt—Ngau Kim, each

" Feet—Ngau Kerk, each

" Kidneys—Ngau Yiu, each

" Tail—Ngau Mei

" Liver—Ngau Con

" Tripe (undressed)—Ngau To, each

" Calves' Head and Feet—Ngau-chai-
tan-koek, each

" Mutton Chop—Yeung Pai Kwat, each

" Leg—Yeung Pei, each

" Shoulder—Yeung Shau, each

" Pigs' Chindings—Chi cheong, each

" Brains—Chi Kow, per set

" Feet—Chi Kerk, each

" Fry—Chi Chai, each

" Head—Chi Tau, each

" Heart—Chi Sum, each

" Kidneys—Chi Yiu, pair

" Liver—Chi Kon, each

" Pork, Chop—Chi Pai Kwat, each

" Corned—Ham Chu Yuk, each

" Leg—Chu Pei, each

" Fat or Lard—Chu Yau, each

" Sheep's Head and Feet—Yeung Tau

" Keok, each

" Heart—Yeung Sum, each

" Kidneys—Yeung Yiu, each

" Liver—Yeung Con, each

" Sucking Pigs, To Order—Chu Chai, each

" Suet, Beef—Sang Ngau Yau, each

" Mutton—Sang Yeung Yau, each

" Veal—Ngau Chai Yuk, each

" Sausages—Ngau Chai Yuk Tong, each

POULTRY.

Chicken—Kai Chai, each

" Capons, Large, Small—Sin Kai, each

" Ducks—Ap, each

" Doves—Pan Kau, each

" Eggs, Hen—Kai Tan, per doz.

" Fowls, Canton—Kai, each

" " Hainan—Hoi Nam Kai, each

" Geese—Ngai, each

" Geese, Wild Shanghai—Sheung Hoi Ye

" " Ngo, pair

" Musk Deer—Wong Keng, each

" Hare—Tu Chai, each

" Partridge—Che Kheo, each

" Pheasant—Shan Kai, pair

" Pigeons, Canton—Pak Kup, each

" " Hoihow—Hoihow Pak Kup, each

" Quail—Um Chun, each</

Mails.



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"NUBIA,"
Captain F. N. Tiller, carrying His
Majesty's Mails, will be despatched from this
for BOMBAY, TO-MORROW, the 17th
December, at Noon, taking Passengers and
Cargo for the above Ports in connection with
the Company's S.S. *Moldavia*, 9,500 tons,
from Colombo, Passengers' accommodation in
which vessel is secured before departure from
Hongkong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London, other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Arabia*,
due in London on the 29th January, 1905.

Parcels will be received at this Office at 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 16th December, 1904. [14]

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "TONKIN,"

Captain R. Schmitz, will be despatched for
MARSEILLES on TUESDAY, the 27th
DECEMBER, at 1 P.M.

Passage tickets and through Bills of Lading
issued for all ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. *DUMBEA* ... 10th January, 1905.

S.S. *AUSTRALIE* ... 24th January, 1905.

S.S. *POLYNESIE* ... 7th February, 1905.

L. BRIDOU,

Acting Agent.

Hongkong, 15th December, 1904. [9]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
<i>Philade</i> ...	3,753	F.G. Purinton	Ab. Dec. 23
<i>Tremont</i> ...	9,500	T.W. Garlick	Jan. 10
<i>Lyra</i> ...	4,417	G.V. Williams	Feb. 9
<i>Philade</i> ...	3,753	F.G. Purinton	Mar. 4

† Cargo only.

FOR MANILA:
The largest, steadiest, and most comfortable
steamer for Manila.

Tremont ... 9,500 T.W. Garlick, Ab. Dec. 23

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. *Shamout* and *Tremont*
have just been fitted with very superior accom-
modation for first and second class passengers.
The large size of these vessels ensures steadiness
at sea. Electric fan in each room.
Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings

Hongkong, 15th December, 1904. [12]

NOTICE OF REMOVAL.

A FOCK & Co.,
SHIP AND HOUSE COMPRADORES,
have this day
REMOVED
TO

No. 12, POTTINGER STREET,

(opposite their old establishment).

Hongkong, 24th November, 1904. [118]

For Sale.

FOR SALE.

ONE VERTICAL ENGINE with Fly
Wheel and Governor, one cylinder 9 1/2
inches diameter by 8 inch stroke.
One VERTICAL ENGINE with Fly Wheel
and Governor, one cylinder 12 1/2 inches diameter
by 18 inch stroke.
One VERTICAL ENGINE with Fly Wheel
and Governor, two cylinders 9 1/2 inches diameter
by 12 inch stroke.
One HORIZONTAL ENGINE with Fly
Wheel and Governor, one cylinder 11 1/2 inches
diameter by 36 inch stroke.
One HORIZONTAL ENGINE with Fly
Wheel and Governor, one cylinder 16 inches
diameter by 30 inch stroke.
The above can be inspected, and all particu-
lars obtained, upon application to the
Manager, Kowloon Dock.

W. B. DIXON,

Chief Manager.

Hongkong, 10th December, 1904. [1330]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 37 1/2 lbs. net \$5.00 per Cask
ex Factory.

In Bags of 450 lbs. net \$8.20 per Bag
ex Factory.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 2nd September, 1904. [783]

FOR SALE.

INCANDESCENT

GASOLINE

LAMPS

OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT

MANTLES

CHIMNEYS,

GLOBES,

SHADES, &c.,

for
GASOLINE AND GAS
LAMPS

at the most moderate
prices.

Lamps fixed up for
Buyers free of charge.

Naphtha of the best
kind kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [31]

To Let.

TO LET.

EUROPEAN HOUSES, Nos. 2 to 4, 6 to 8
& 10 to 15, GAP ROAD, facing Race
Course, within reach of the Electric Cars,
thoroughly cleansed and colour-washed, in flats
or whole.

Apply to—

S. A. SETH,

Land and Estate Broker,

Dairy Farm Co., Ltd.

Hongkong, 17th November, 1904. [996]

TO LET.

WILD DELL BUILDINGS, No. 147,
WANCHAI ROAD, comfortable and
Airtight of 2 or 3 Rooms, from \$25 inclusive
of Taxes.

No. 13, MOSQUE JUNCTION.

And others to suit various requirements.

S. A. SETH,

Land and Estate Broker,

Dairy Farm Co., Ltd.

Hongkong, 14th October, 1904. [49]

TO LET.

ONE ROOM on the First Floor of
ALEXANDRA BUILDINGS.

Apply to—

SECRETARY,

A. S. Watson & Co., Limited.

Hongkong, 10th December, 1904. [729]

TO LET.

GODOWN No. 3, New Praya, Kennedy
Town.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 21st November, 1904. [1250]

TO LET.

NO. 1, STEWART TERRACE,

THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 26th March, 1904. [436]

TO LET.

NO. 1, RIFON TERRACE.

A HOUSE in WONG NEI CHOW ROAD,

FLATS in MOBERT TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-

NAUGHT ROAD (near BLAKE PIER).

GODOWNS, PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 2nd December, 1904. [996]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & PORTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE PERCENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$7,000,000 \$250,000 \$175,533 \$194,973	\$1,494,554	Div. of £1.10/- @ exchange 1/9, 15/16 \$16.41 for first half-year 1904	5 1/2 %	\$715 aa. & b. (London £70 1/2 \$39 sellers
National Bank of China, Limited	99,925	£7	£7		\$21,668	\$2 (London 3/6) for 1903	5 1/2 %	\$39 sellers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 81,739	\$150,494	\$17 for 1903	6 1/2 %	\$250
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$950,000 \$151,992 \$362,166 \$371,445	Nil.	\$4 1/2 for year ended 30.4.1904	7 1/2 %	\$58 1/2
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Final of 10/- making £1 for 1903	8 %	Tls. 98 buyers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000 £20,000 \$372,749 \$893,118 \$846,773 \$37,794	\$2,078,997	\$35 for 1903	5 %	\$700 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 \$37,794	\$486,284	\$12 for 1902	8 %	\$150 sales
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$1,000,000 \$125,075 \$2,561	\$329,047	\$6 dividend & \$1 bonus for 1902	8 %	\$90 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,700,288	\$371,110	\$2 1/2 for 1902	6 1/2 %	\$335 buyers
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	none	Dr. \$63,123	\$5 for 1900	...	\$24
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$80,935 \$250,000	Nil.	\$3 for year ended 30.6.1903	6 %	\$34
Hongkong, Canton & Macao Steamboat Co., Ltd. ...	80,000	\$15	\$15	\$600,000 \$157,555	\$16,362	\$1 1/2 for first half-year 1904	10 1/2 %	\$29 sellers
Indo-China Steam Navigation Company, Limited ...	60,000	£10	£10	£205,000 £100,000	£5,853	10/- for 1903 @ 1/10 5/16 = \$5.378	4 1/2 %	\$129 sellers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	8 1/2 %	Tls. 53 sales
Do. (Preference)	100,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	8 1/2 %	Tls. 49 sellers
"Shell" Transport and Trading Company, Limited ..	2,000,000	£1	£1	£400,000 \$60,000 \$1,093	£19,555	Interim of 1/- (Coupon No. 4 for 1903 ... \$1.80 & b. 40 cts) for year ending 30.4.04	4 1/2 %	26/- sellers \$40 sellers \$30 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$15,093 \$400,000 \$21,775 \$18,000 \$130,153	\$1,287	\$5 for 2nd & 3-year making \$13 for 1903	8 1/2 %	\$150 sellers
Straits Steamship Company, Limited	5,000	\$100	\$100	Tls. 98,000 Tls. 201,614	\$33,648	\$5 for 2nd & 3-year making \$13 for 1903	8 1/2 %	\$150 sellers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 201,614	Tls. 865	Interim of Tls. 1 1/2 for 1904	10 %	Tls. 30
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Interim of \$5 for 1904	...	\$228 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897	...	\$21 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/2 for year ending 30.9.03	4 1/2 %	Tls. 60
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£40,000	£7,820	No. 3 of 1/6	...	Tls. 6.65 sellers
Oriental Consolidated Mining Company, Limited ..	50,000	G \$10	G \$10	none	G \$672,091	Interim of 50 cents, account 1904	6 1/2 %	G \$17 buyers
Raub Australian Gold Mining Company, Limited ...	50,000	£1	£1	£4,873	Dr. £4,029	No. 12 of 1/- = 48 cents	...	\$4 1/2 sellers
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,137 Fcs. 1,329,623	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$490
DOCKS, WHARVES & GODOWNS.								
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000 \$10,189	\$10,517	\$3.75 for 1903	8 %	\$45 sellers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	\$250,000	\$28,015	Interim of \$2 1/2 for 1904	4 1/2 %	\$114 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$25,500	\$505,471	\$6 dividend and \$2 1/2 bonus for first half- year 1904	7 1/2 %	\$217 1/2
Howarth Franks, Limited	12,000	\$100	\$100	\$60,000	...	\$10 div. & \$5 bonus for 1903/4	7 1/2 %	\$202 1/2 buyers
New Amoy Dock Company, Limited	6,000	\$6 1/2	\$6 1/2	\$55,500	\$489	\$12 for 1903	4 1/2 %	\$27 sellers
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$40,936	\$10 div. and \$2 1/2 bonus for 1903	4 1/2 %	\$192 1/2 buyers
Do. (Preference)	2,750	\$100	\$100	\$150,000	\$40,936	\$7 dividend	7 1/2 %	\$172 1/2
S. C. Farham, Boyd & Co., Limited	55,000	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	Tls. 7 final—Tls. 12 for year end. 30.4.04	7 1/2 %	Tls. 166 sales
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 487,110	Tls. 22,895	Interim of Tls. 4 for 1904	8 1/2 %	Tls. 135 sales
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,050,000	\$43,712	\$6 for 2nd half year 1903	5 %	\$240 sales
Yangtze Wharf and Godown Company, Limited ..	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	Tls. 18 for 1903	5 %	Tls. 190 sales
LANDS, HOTELS & BUILDINGS.								
Astor House Hotel Company, Limited (Shanghai) ...	30,000	\$25	\$25	none	\$9,989	\$2 1/2 for year ended 30.6.1904	9 %	\$28 sales
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 41,000	Tls. 655	Interim of Tls. 4	6 %	Tls. 150
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	\$100,000 \$11,824	\$11,668	Interim of Tls. 2	...	Tls. 55
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$11,824	\$11,668	\$5 for first half-year 1904	8 %	\$145 sales
Hongkong Land Investment and Development Co., Ltd.	9,000	Tls. 25	Tls. 25	Tls. 13,086	Tls. 680	Interim of \$6 for 1904	4 1/2 %	Tls. 19 sales
Hongkong Colonies Company, Limited (Shanghai) ...	9,000	Tls. 25	Tls. 25	Tls. 13,086	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904	4 1/2 %	Tls. 19 sales
Hampshire Estate & Finance Company, Limited ...	150,000	\$10	\$10	\$50,000	\$9,177	90 cents for 1903	7 1/2 %	\$12 1/2 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	3636	\$2.60 for 1903	4 1/2 %	\$38 1/2 sales
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 800,000 Tls. 150,000 Tls. 17,744	Tls. 37,634	Interim of Tls. 3 for 1904	7 %	Tls. 116 buyers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 4,132	Interim of Tls. 3 1/2	...	Tls. 49 sellers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Interim of Tls. 3 for 1904	7 %	Tls. 125
Wei-hai-wei Land and Building Company, Limited ..	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	...	Tls. 12 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	Tls. 5,362	Interim of \$1 1/2 for 1904	5 %	\$60 sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd. ...	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31. 3.1903	4 1/2 %	Tls. 25 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$22,862	50 cents for the year ending 31.7.04	4 1/2 %	\$13 1/2 buyers
International Cotton Manufacturing Company, Ltd. ...	10,000	Tls. 75	Tls. 75	Tls. 30,098	Tls. 88,034	Interim of 3 % a/c 1898	...	Tls. 32 1/2 buyers
Loou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	Interim of 4 % a/c 1898 on 6,000 shares	...	Tls. 32 1/2 sellers
Soy Chee Cotton Spinning Company, Limited	7,000	Tls. 500	Tls. 500	Tls. 5,618	Tls. 26,389	4 % for 1897	...	Tls. 150
CIGARS AND TOBACCO COS.								
Alhambra, Limited	300	\$200	\$200	\$779	nil	\$125 for year ending 30.6.1900	...	\$100
Philippine Company, Limited	7,500	\$10	\$10			First year	...	\$9 1/2
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,091	Interim of Tls. 3	9 1/2 %	Tls. 65 sales
MISCELLANEOUS.								
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$25,000 \$25,000	\$2,883	Interim of 50 cents for 1904	8 %	\$12 1/2
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	£161	6d. per share for 1903	5 1/2 %	\$5
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$5,500	\$596	\$3 for 1903	7 1/2 %	\$40 buyers
Central Stores, Limited	6,000	\$15	\$12	\$20,000	\$1,253	Interim of \$1.20 for 1904	11 1/2 %	\$100
Do. (New Issue)	123	\$15	\$12	\$20,000	\$1,253	Interim of \$1.20 for 1904	11 1/2 %	\$100
China Borneo Company, Limited	24,000	\$15	\$12	none	First year	Preferential of 7 per cent for 1904	6 1/2 %	\$8 sellers
China Flour Mill Co., Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	4 1/2 %	\$13 1/2 sales
China Light and Power Company, Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,042	None	...	Tls. 75 sales
China Provident Loan & Mortgage Company, Ltd. ...	30,000	\$10	\$10	none	\$3,739	None	...	\$10 sales
Dairy Farm Company, Limited	100,000	\$10	\$10	\$55,000	\$1,171	80 cents for 1903	8 1/2 %	\$94 sales
E. L. Mondon, Limited	23,000	\$7 1/2	\$6			\$1 1/2 for year ending 31.7.1903	...	Tls. 42 buyers
Fraser and Neave, Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 152,318	Tls. 5 for 1902	7 1/2 %	Tls. 40 sellers
Green Island Cement Company, Limited	4,500	\$50	\$50	\$12,500	\$2,706	\$5 div. and \$2 1/2 bonus for 1903	7 1/2 %	\$100 sales
Hall & Holtz, Limited	100,000	\$10	\$10	\$50,000	\$32,115	\$1.50 for 1903	5 %	\$30 buyers
Hongkong & China Gas Company, Limited	21,000	\$20	\$20	\$186,000	\$13,104	Interim of \$1	12 1/2 %	\$28 sellers
Hongkong Electric Company, Limited	7,000	£10	£10	£23,109 £3,000	£7,645	£2 div. and 2/- bonus for 1903	7 1/2 %	\$160 buyers
Hongkong High-Level Tramways Company, Ltd.	30,000	\$10	\$10	none	\$1,747	\$1.00 for year ending 30.4.1904	6 1/2 %	\$15 buyers
Hongkong Ice Company, Limited	30,000	\$10	\$10	none	\$1,747	\$1.00 for year ending 30.4.1904	6 1/2 %	\$15 buyers
Hongkong Rope Manufacturing Company, Ltd.	1,750	\$100	\$100	\$30,000	\$4,283	\$20 for year ending 30.4.1903	7 1/2 %	\$200 sellers
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$25,000	\$299	Interim of \$4 for 1904	6 %	\$50
Kata Brothers, Limited	10,000	\$100	\$100	\$375,000		\$10 for 1903	...	\$19
Lane, Crawford & Co., Limited (Shanghai) ...	2,500	\$100	\$100	none	\$1,582	Final of 70 cents making \$1.20 for the year ending 30.6.1904	9 1/2 %	\$24
Maatschappij tot Mijlen, Bosch en Landbouwe- xploitatie in Langkat	25,000	Gs. 100	Gs. 100	Tls. 334,669 Tls. 1,143	Tls. 27,187	\$1 1/2 for 1902	...	\$15 buyers
Maynard and Company, Limited	3,400	\$10	\$10	none	\$803	\$1 for year ending 31.7.1903	7 1/2 %	\$7 buyers
S. Moutrie & Company, Limited	4,000	\$50	\$50	\$1,000	\$832	\$2 for \$3 making \$5 for the year ending 30.6.04	9 %	\$55 sellers
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	None	Dr. \$5,537	None	...	\$50
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 108,172 Tls. 45,000	Tls. 7,548	Interim of Tls. 3 1/2 for 1904	8 %	Tls. 105 buyers
Shanghai Horse Bazaar Company, Limited	5,490	Tls. 50	Tls. 50	Tls. 10,000	Tls. 10,247	Tls. 4 for 1903	5 1/2 %	Tls. 33 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 10,000	Tls. 3,288	Interim of Tls. 5 for 1904	7 1/2 %	Tls. 110 buyers
Shanghai Waterworks Company, Limited	7,000	\$20	\$20	Tls. 140,000	Tls. 7,369	Interim of 15/- for 1904	6 %	Tls. 400 buyers
Singapore Dispensary, Limited	6,000	\$25	\$25	none	\$800	\$1 for year ended 31.7.1903	5 1/2 %	\$20
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$35,620	None	...	\$25 nominal
Team Laundry Company, Limited	5,000	\$5	\$5	None	\$544	60 cents for year ended 31.7.04	8 1/2 %	\$4 sales
Straits Ice Company, Limited	10,000	\$100	\$100	\$45,000		First year	...	\$100
Straits Trading Company, Limited	250,000	\$10	\$10	\$650,000	\$83,403	\$1 div. and 25 cents bonus for half year ended 30.9.1903	9 1/2 %	\$6 1/2
Tienan Planting Company, Limited	20,000	\$5	\$5	none	Dr. \$4,551	None	...	\$15 sellers
Tientsin Native City Waterworks Company, Ltd. ...	2,041	Tls. 100	Tls. 100	none	Tls. 413	Tls. 2 for half year	...	Tls. 110
Tientsin Waterworks Company, Limited	1,000	Tls. 100	Tls. 100	Tls. 15,259	Tls. 667	Final of Tls. 4 making Tls. 8 for 1903/4	6 1/2 %	Tls. 13
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	\$20,000	\$480	50 cents for year ending 31.5.1904	9 1/2 %	\$10 buyers
Do. (Founders)	100	\$10	\$10	\$20,000	\$1,042	\$20.70 for year ended 31.5.1904	10 1/2 %	\$180 buyers
Watkins, Limited	10,000	\$10	\$10	\$3,000	\$58	Final of 70 cents making \$1.20 for the year ending 30.6.1904	10 1/2 %	\$24 buyers
William Powell, Limited	12,000	\$10	\$10	\$3,000	\$58	Final of 70 cents making \$1.20 for the year ending 30.6.1904	10 1/2 %	\$24 buyers